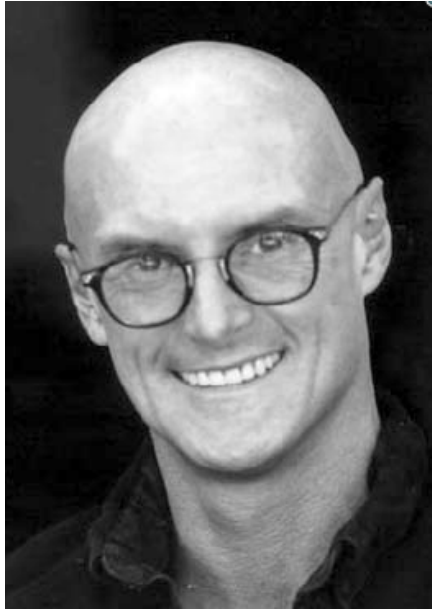


# Green begins with the land use/transportation connection



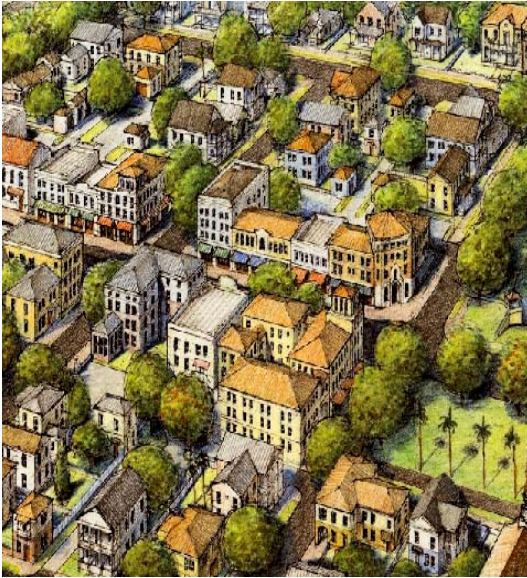
*David Crossley*  
*President, Gulf Coast Institute*



Our first pragmatic rule of thumb for environmental ethics is:

*in pursuit of our vital needs, consume or destroy as little as possible.*

*-Ken Wilber, A Brief History of Everything*



That rule speaks to land use.

It is a call for efficiency in the use of land, and for compact design of human habitat and infrastructure.



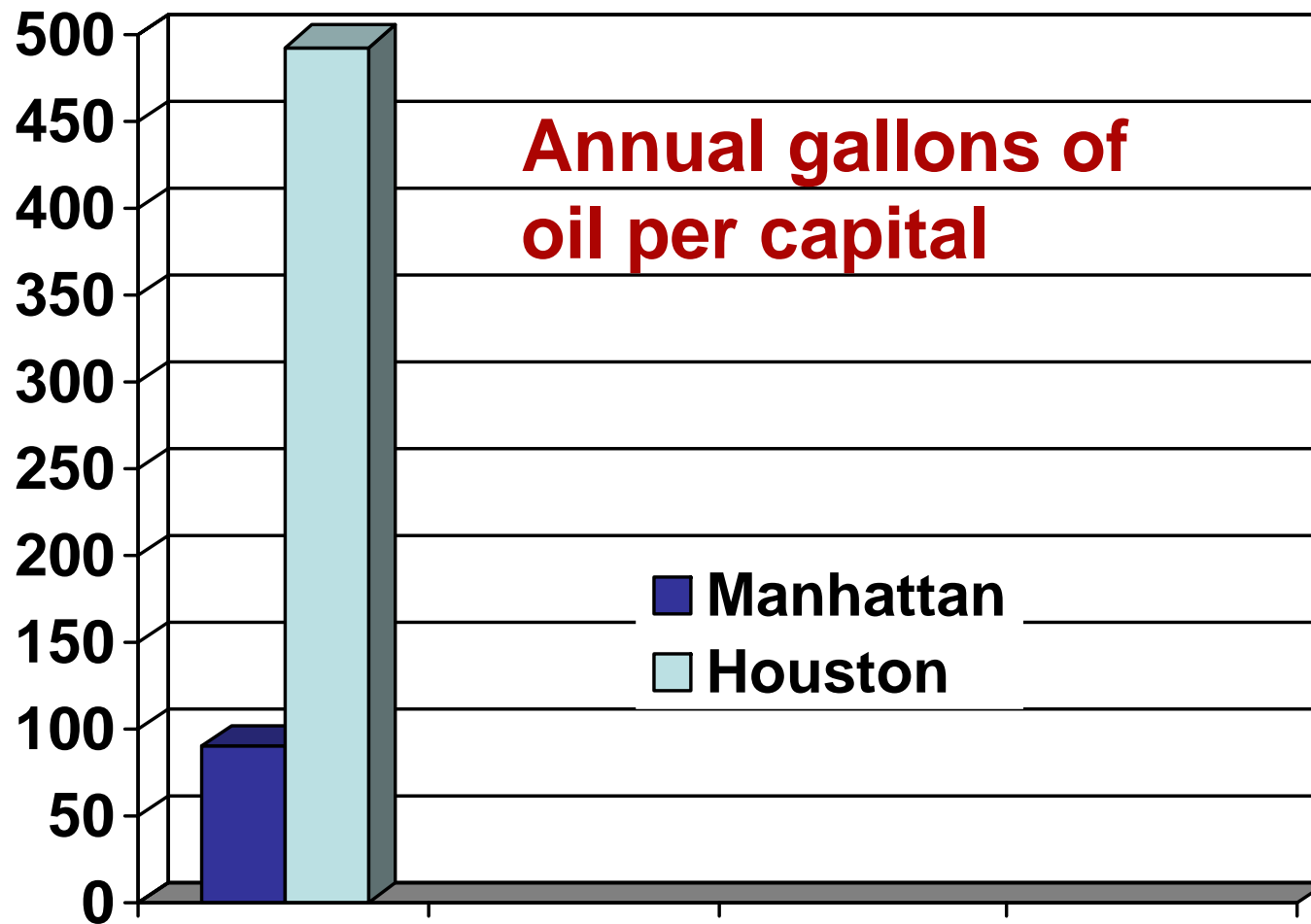
“New York is the greenest community in the United States, and one of the greenest cities in the world.”

- *Green Manhattan, The New Yorker*

If New York City were a state,  
it would rank 51st in per capita  
energy use.

82% of Manhattanites  
travel to work by transit, bike,  
or on foot

7% of Houstonians do that.





# Census Tract 126: densest in America - 330 units/acre





But New York is not all like census tract 126

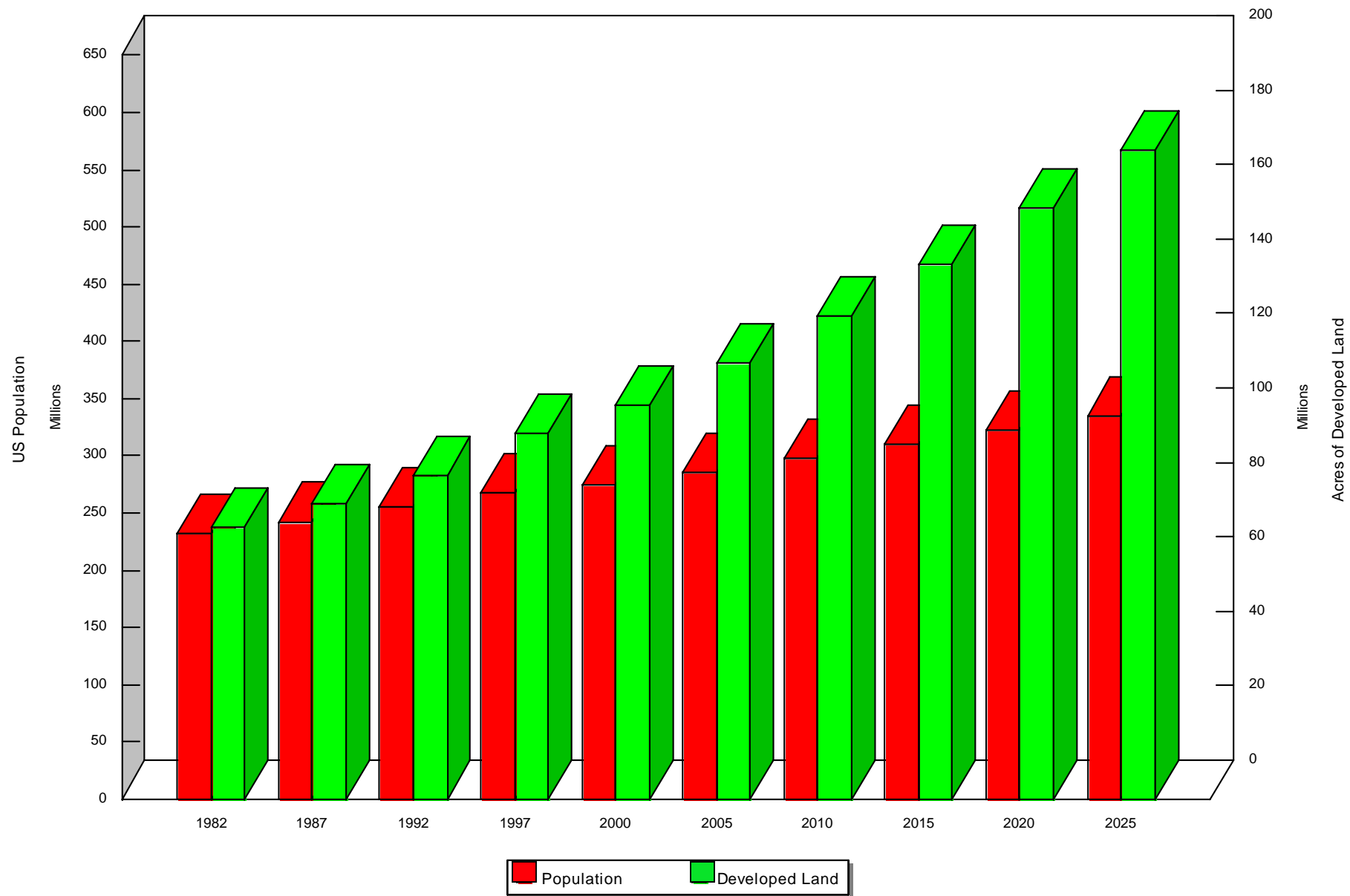




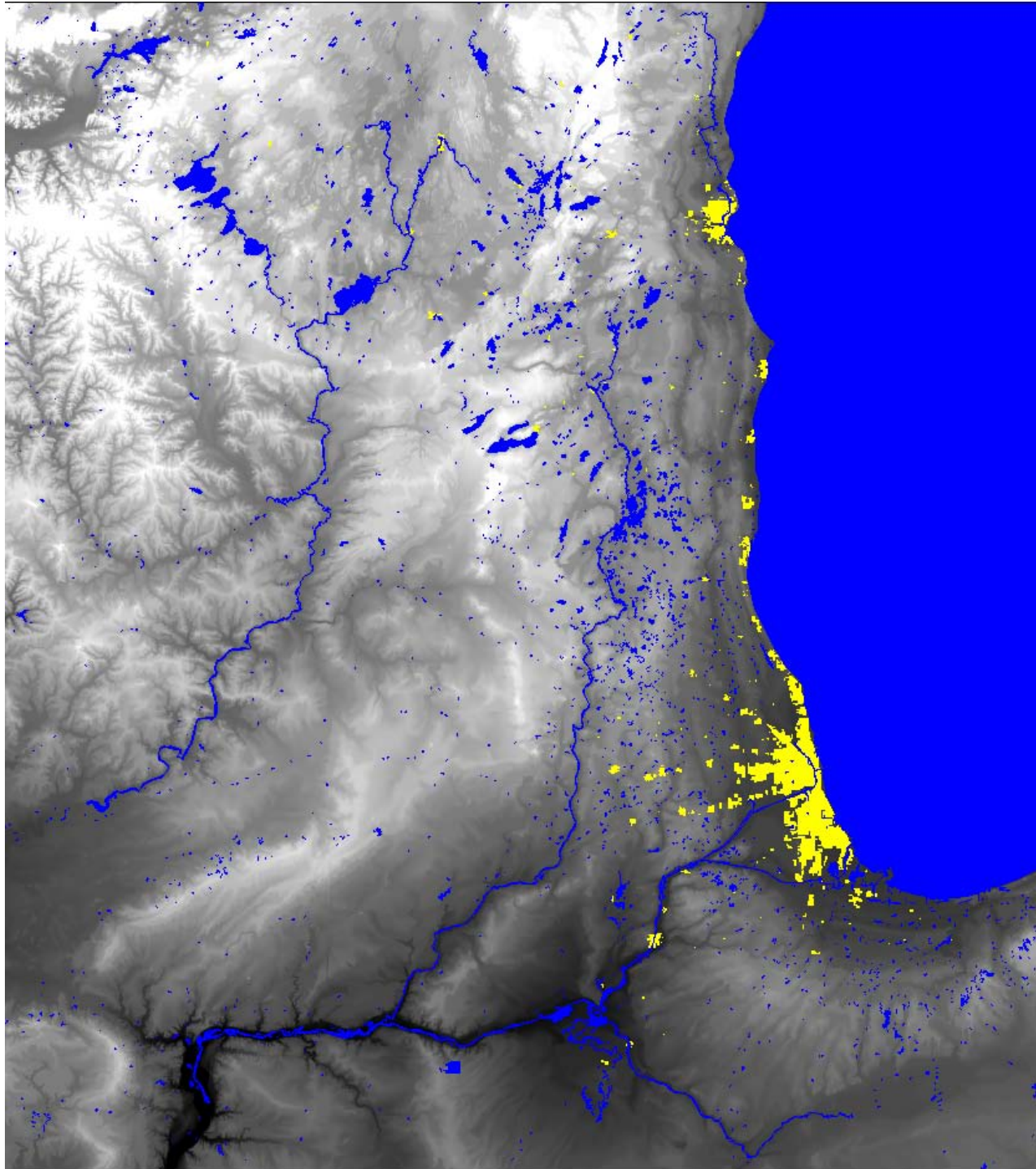
More park acres per capita than any other US city



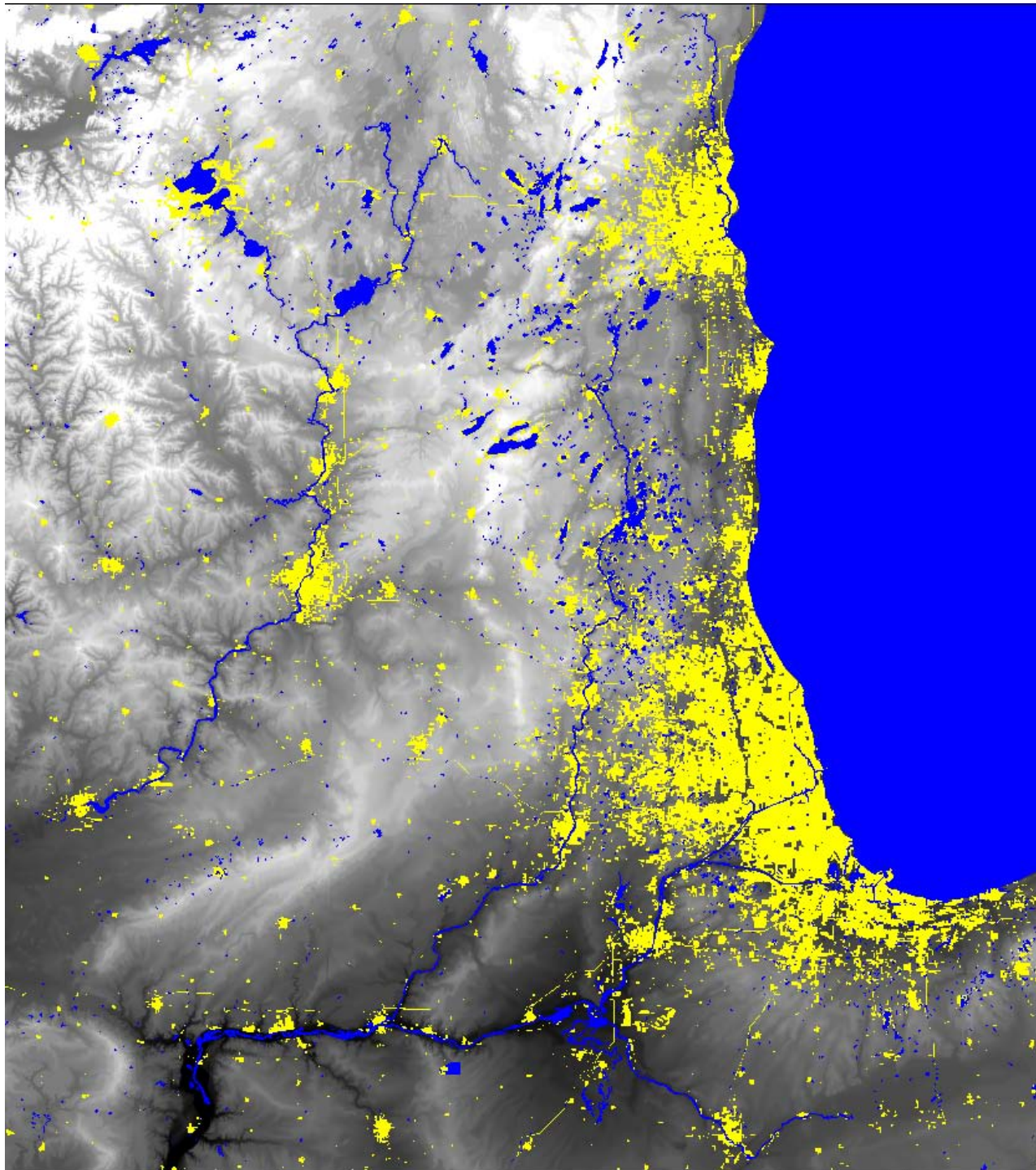
All attempts to “green” New York would undermine the city’s energy efficiency.





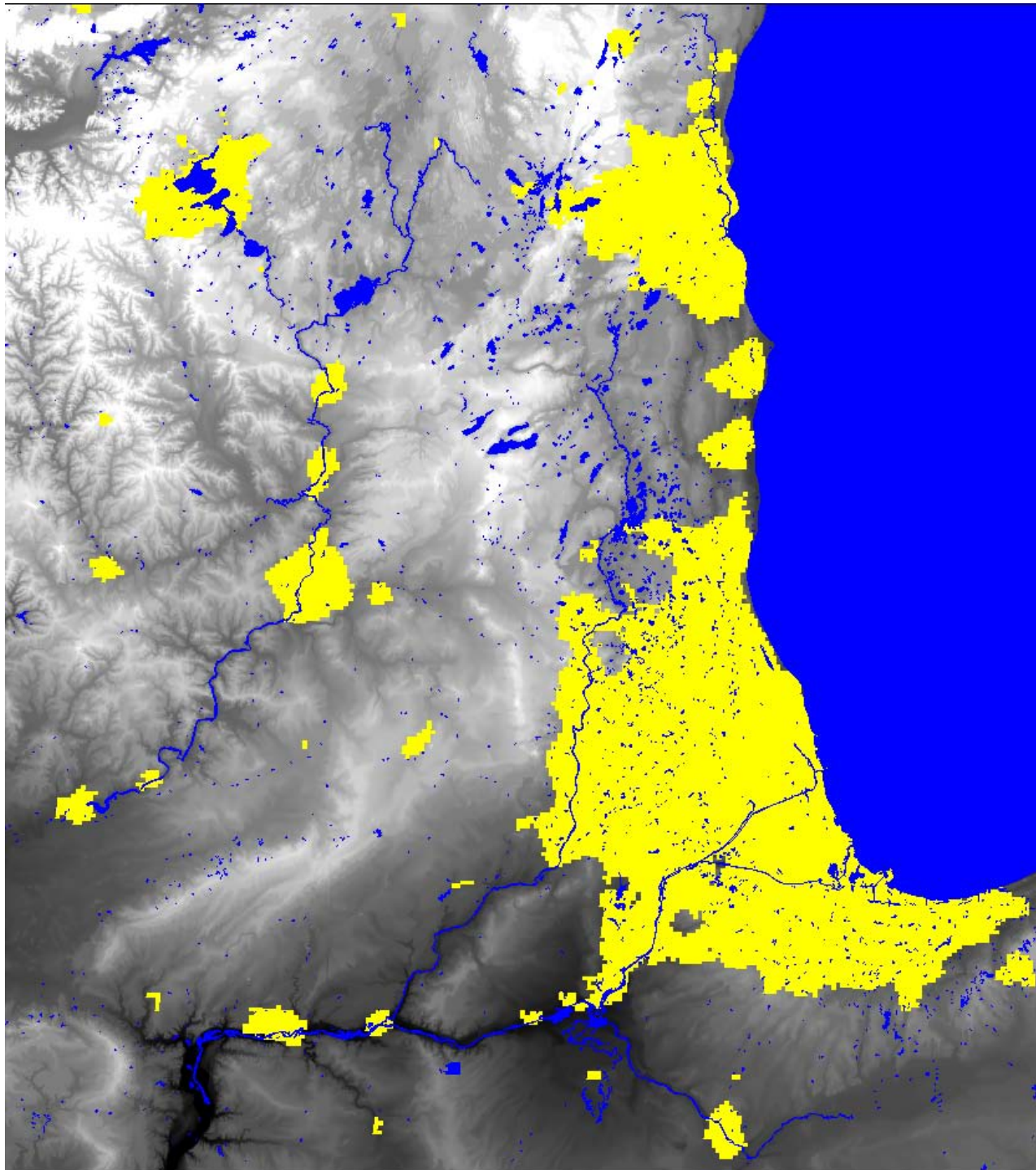


Chicago  
Urban Footprint  
1900



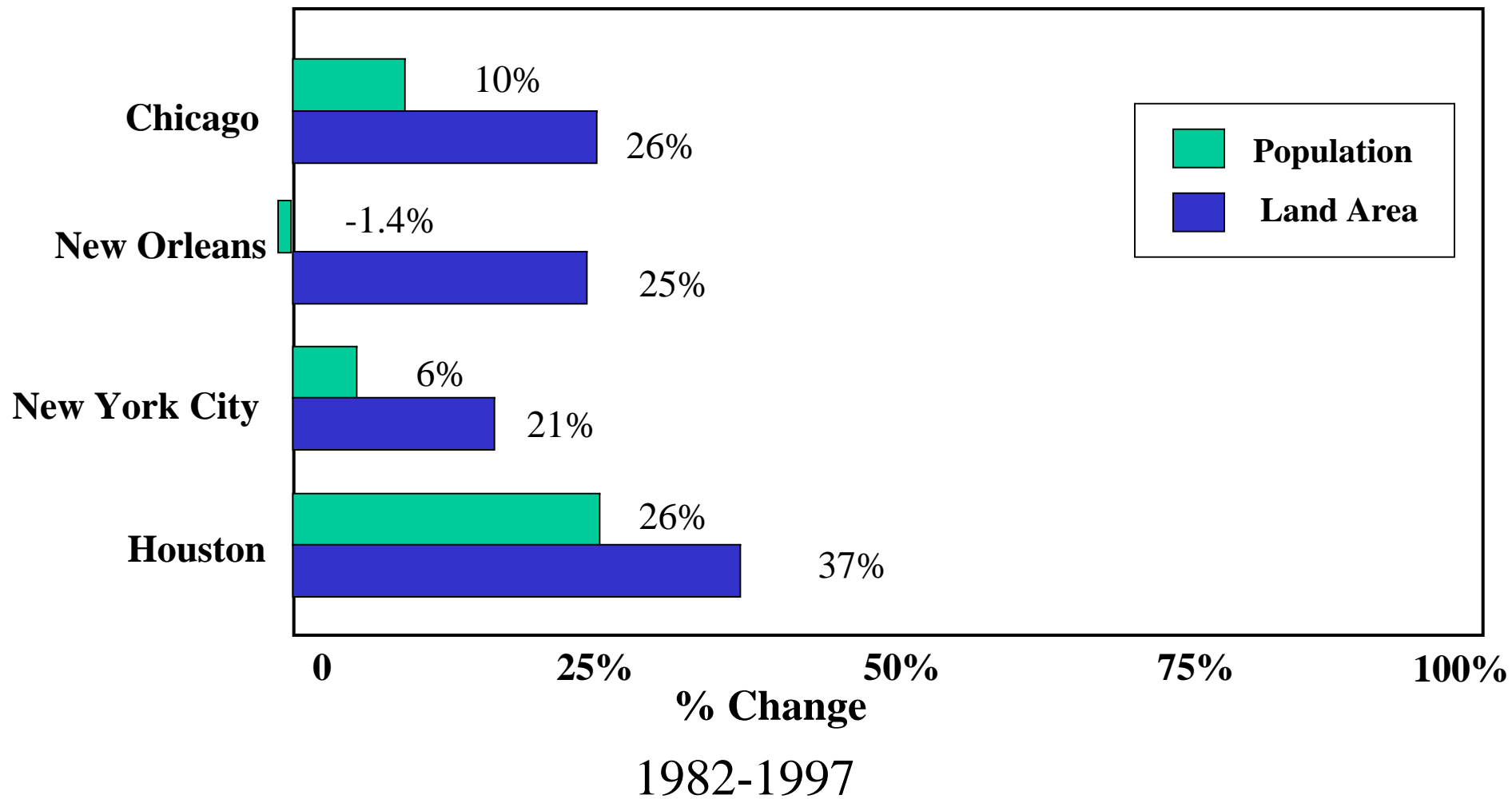
Chicago  
Urban Footprint  
1950



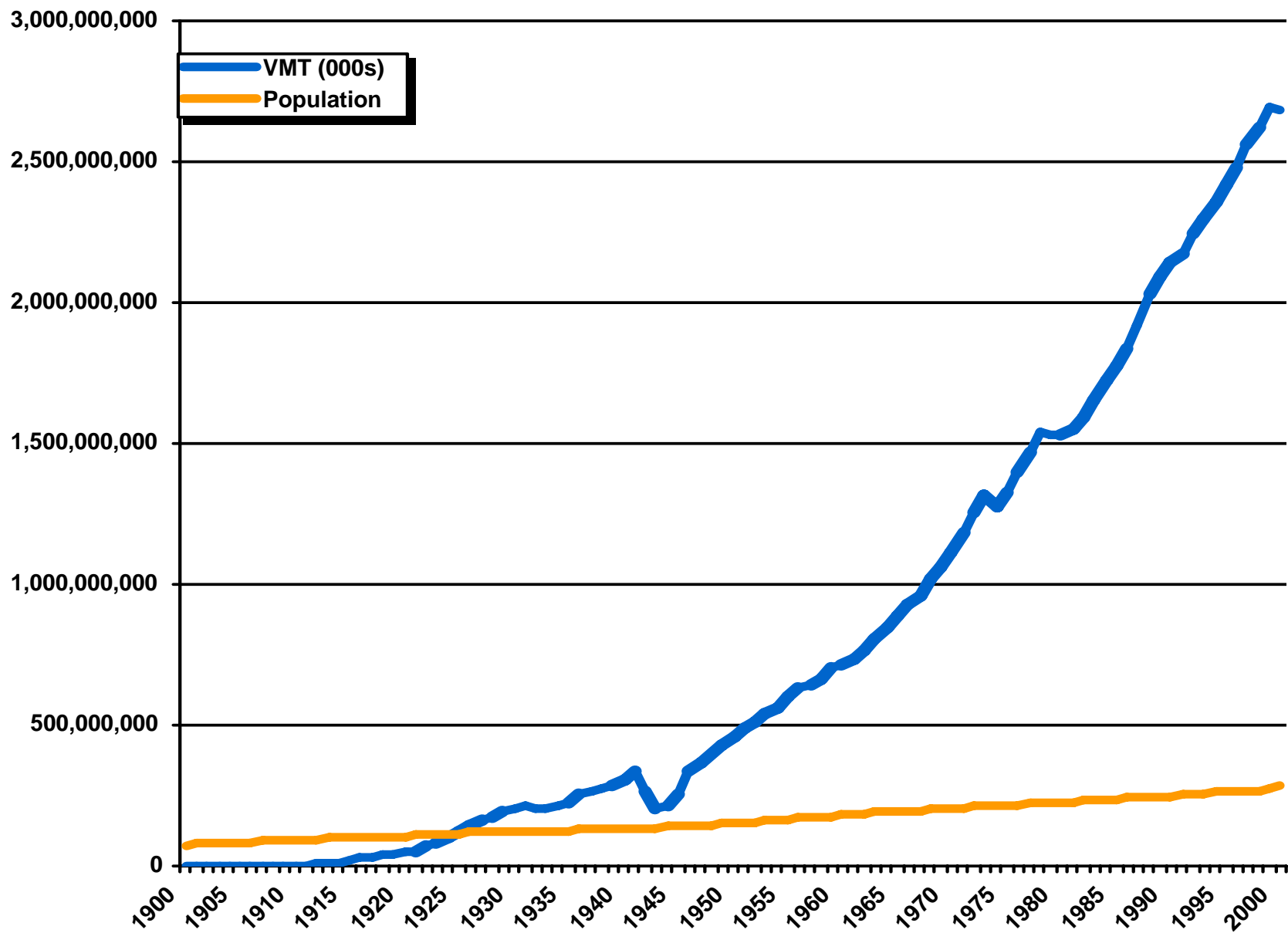


Chicago  
Urban Footprint  
1990

# Land Use in America

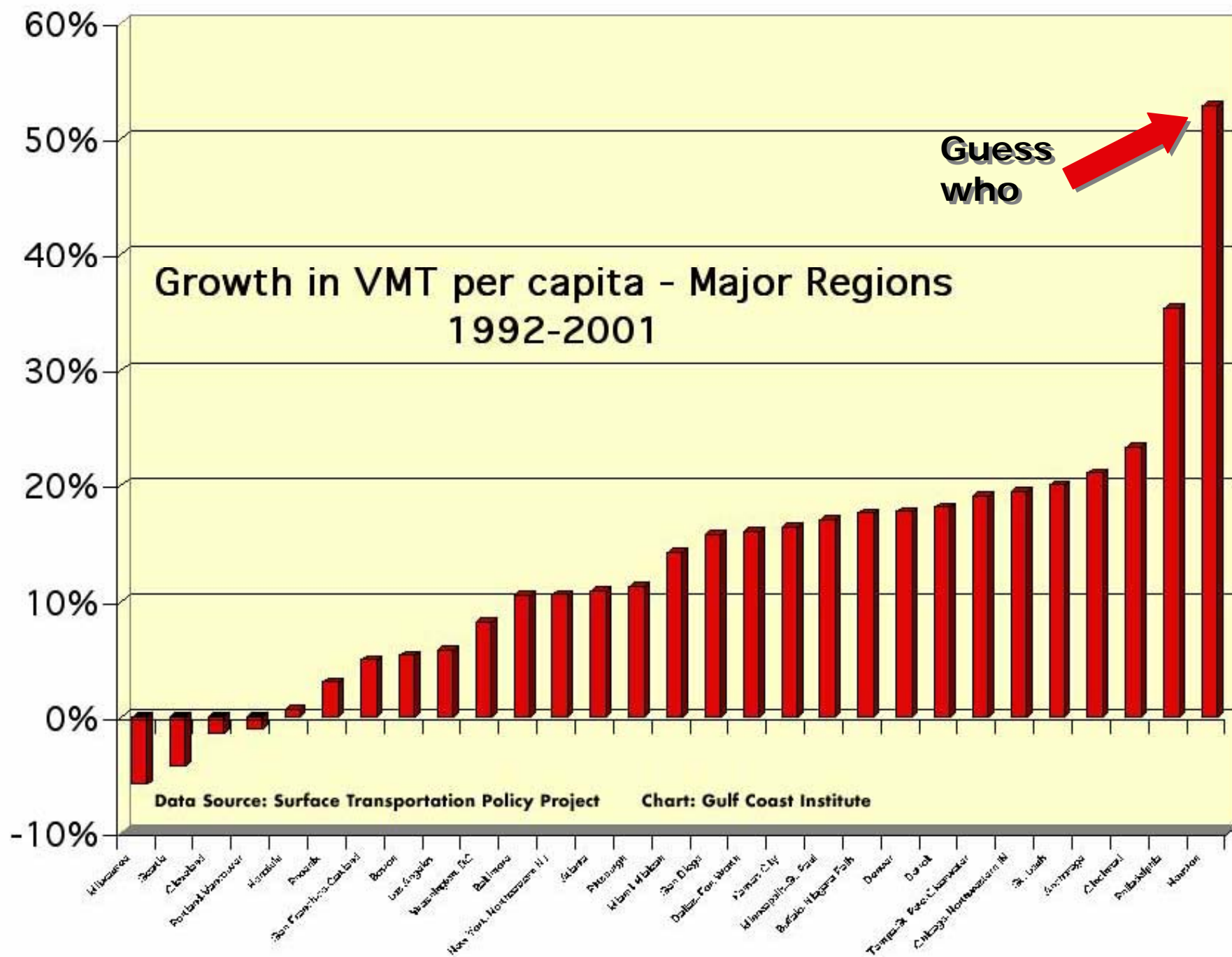






\*2000 figures based on 9 months of data.





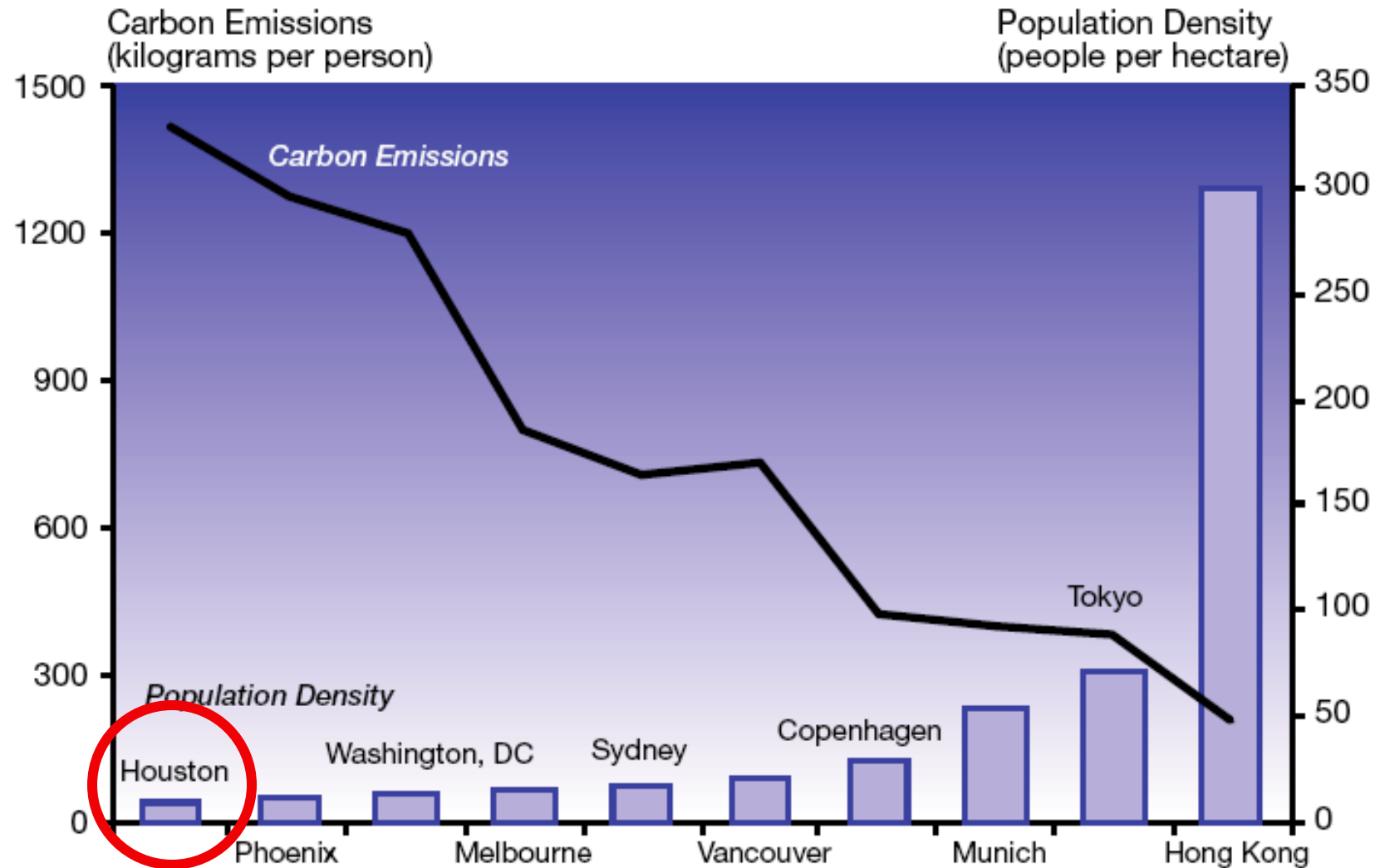
# *Houstonians drive the most*

## URBANIZED AREAS RANKED BY DRIVING PER CAPITA-2000

Source: Highway Statistics 2000, USDOT, Federal Highway Administration

URBANIZED AREA	ST	POPULATION (1,000)'s	DENSITY Persons/ Square Mile	DRIVING Miles/Day/ Person
Houston	TX	2,487	1,618	37
Atlanta	GA	2,977	1,694	34
Indianapolis	IN	915	2,168	32
Austin	TX	641	2,041	31
Dallas-Fort Worth	TX	3,746	2,188	31
Charlotte	NC	646	2,161	30
San Antonio	TX	1,143	2,357	29
Kansas City	MO	1,422	1,373	29

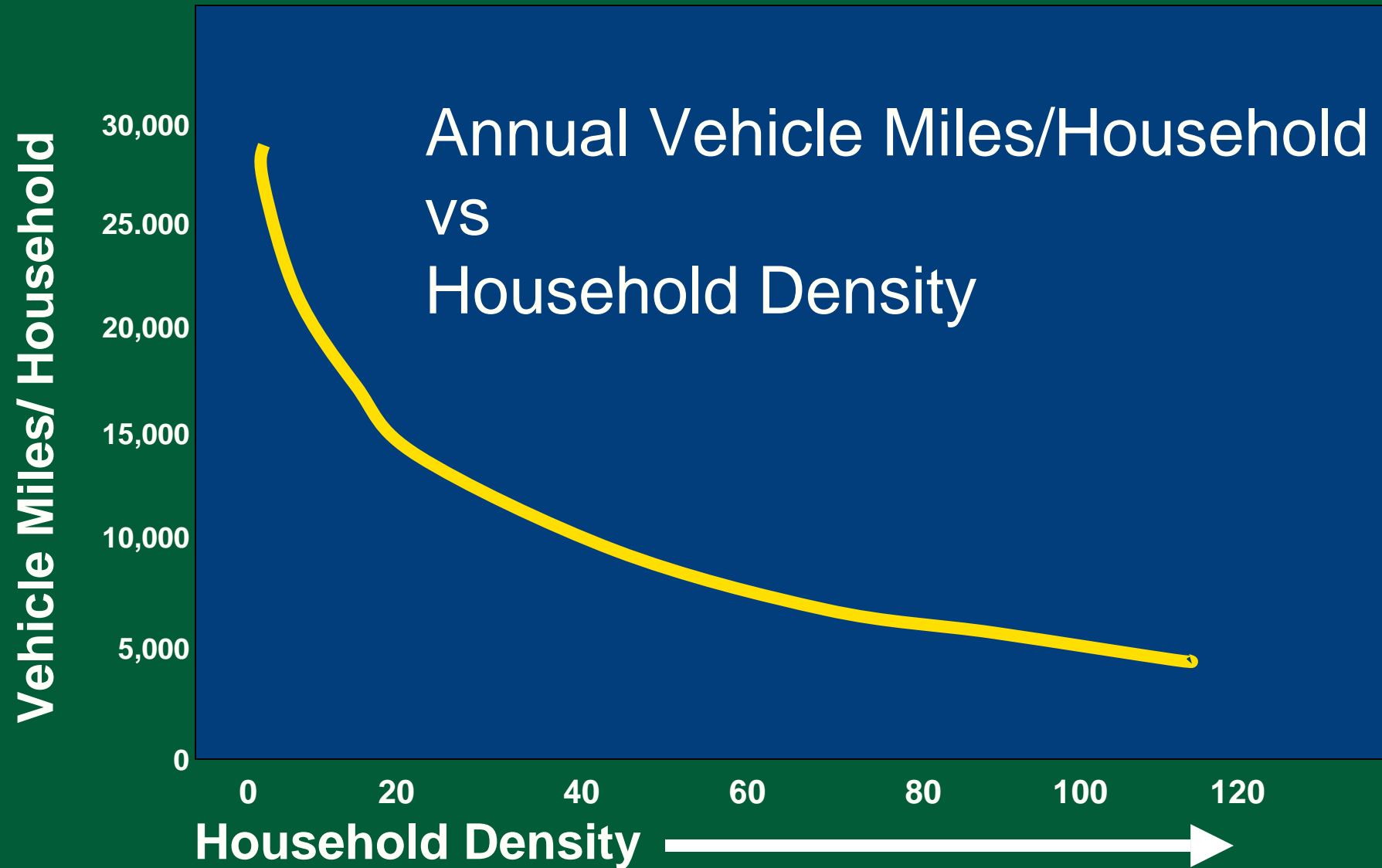
# Pop. density vs carbon from transportation, 1990



Source: Jeffrey Kenworthy et al., *An International Sourcebook of Automobile Dependence in Cities* (University Press of Colorado, 1999).



## *Urbanism works*



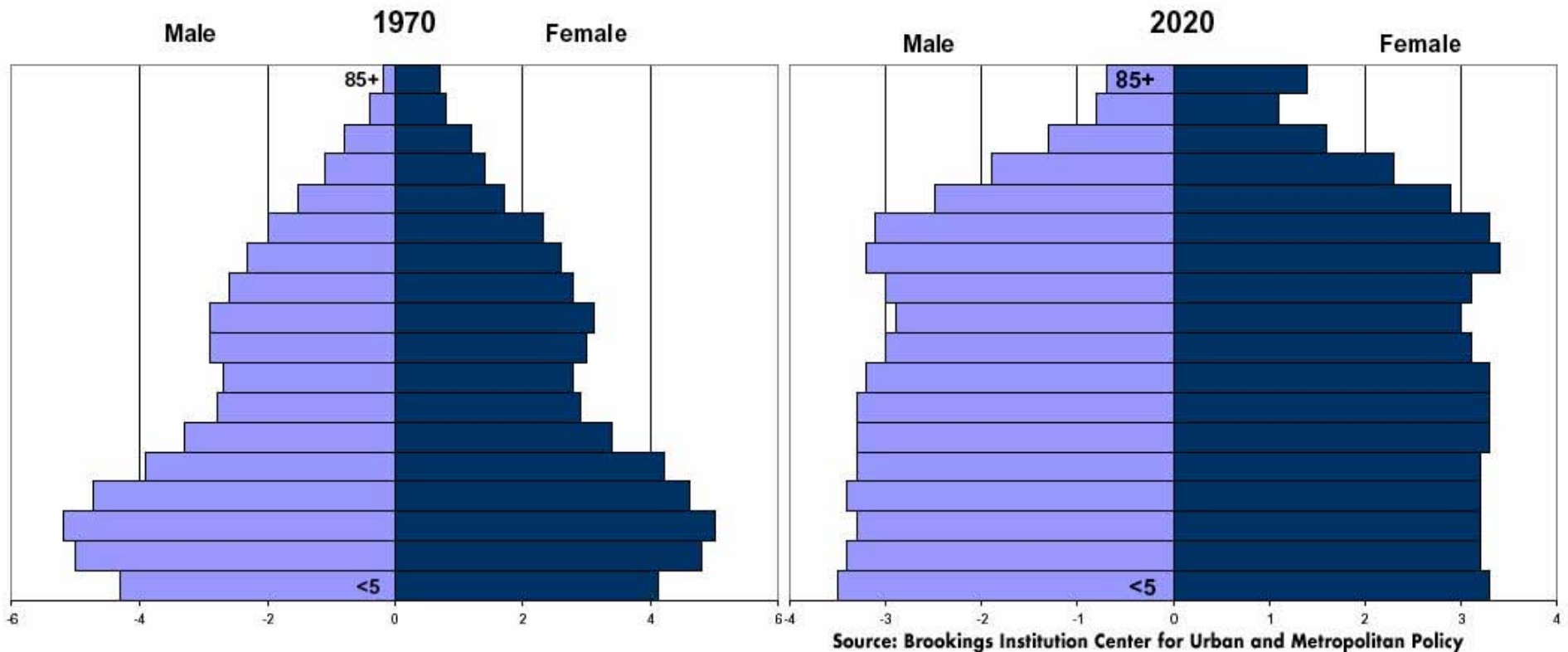
## *Urbanism works*

Urbanization is the most massive and sudden shift of humanity in its history. Environmentalists will be rewarded if they welcome it and get out in front of it. Environmentalists could help ensure that the new dominant human habitat is humane and has a reduced footprint of overall environmental impact.

-Stewart Brand

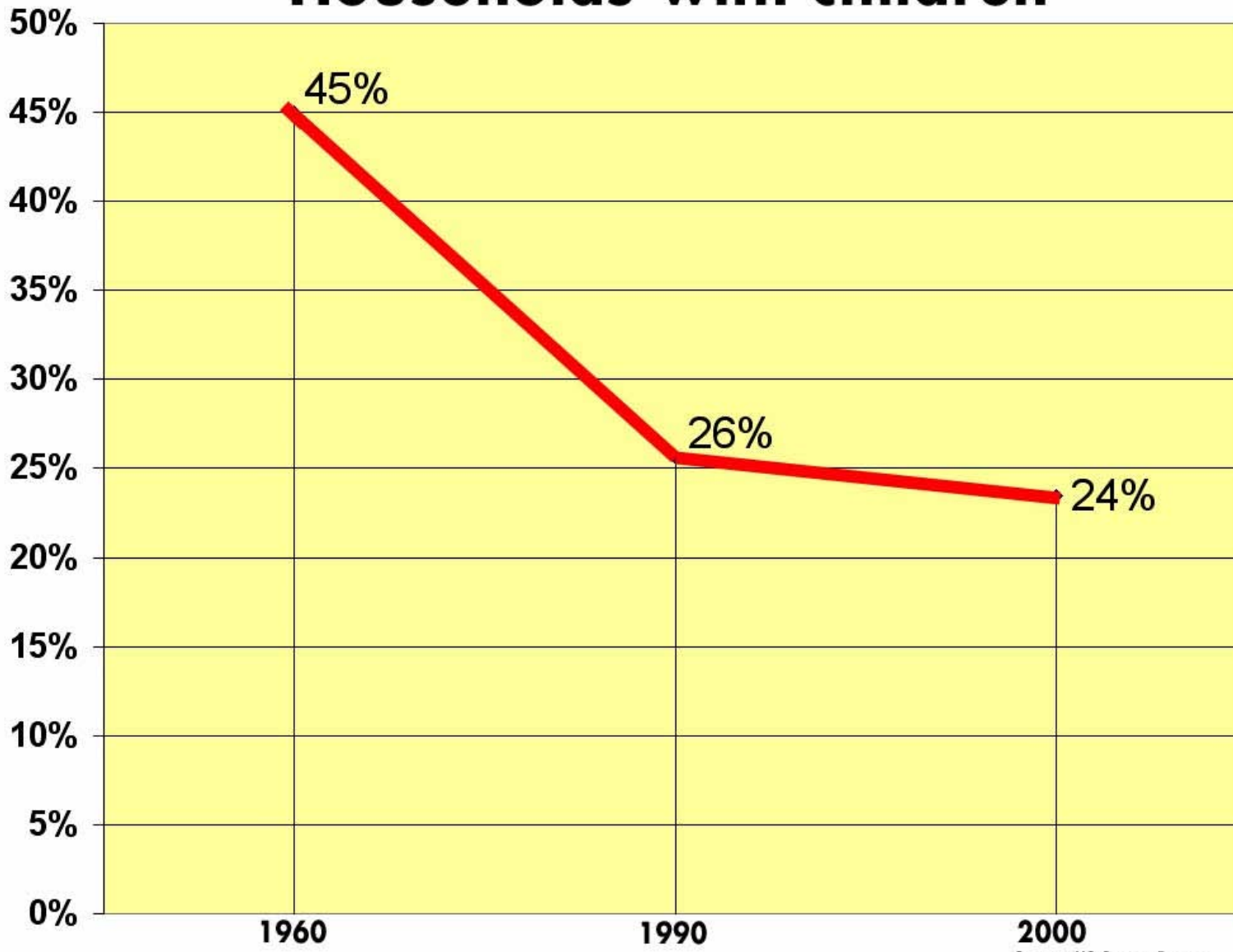
# People are changing

Figure 1: From Pyramids to Pillars



## Changing Demographics

### Households with children

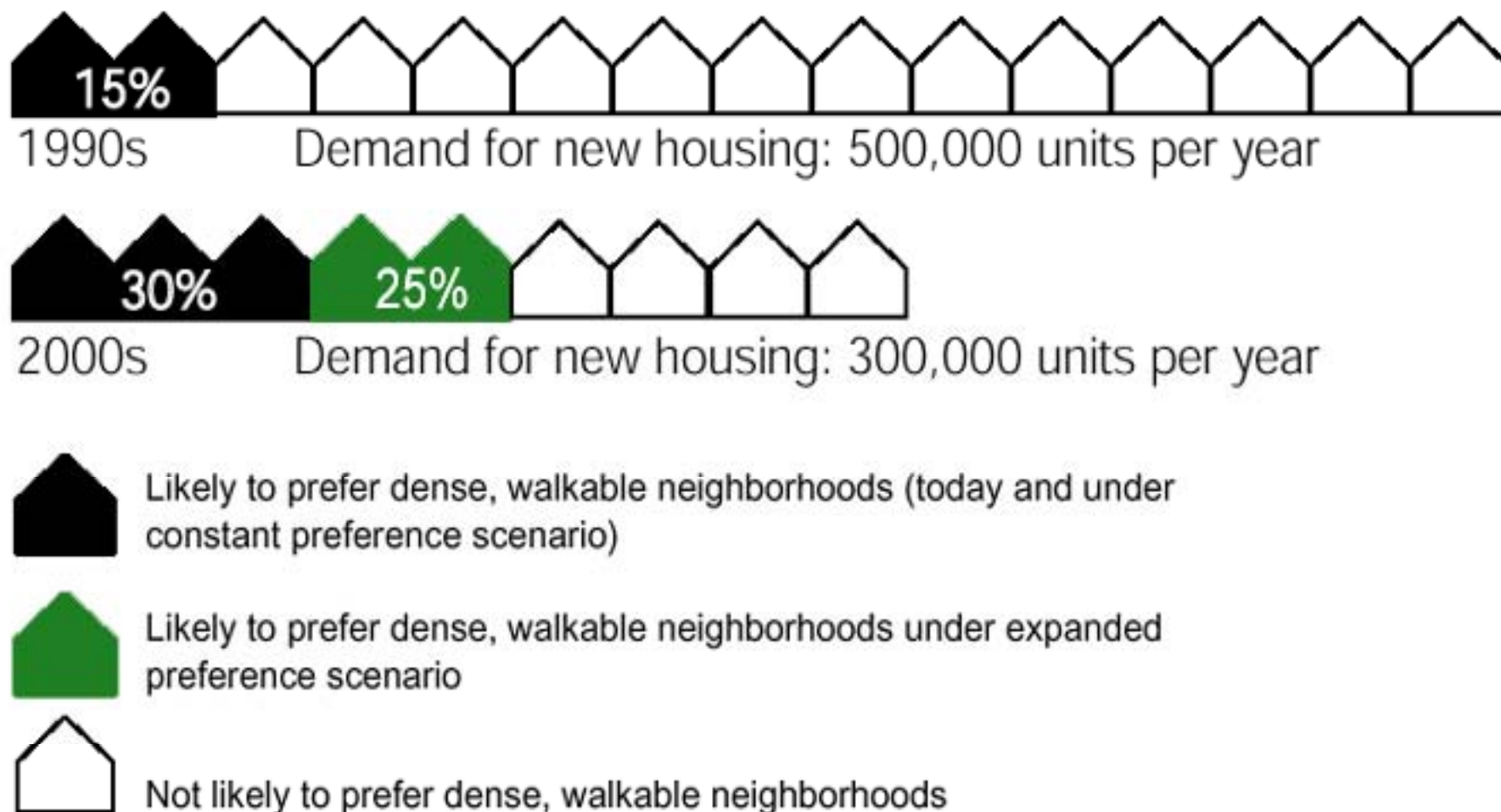


Source: US Census Bureau



## Changing Desires

### The Coming Demand, USC



## ***Knowledge Economy***

- **Economy today is driven by knowledge**
- **Information workers can live anywhere**
- **Quality of life is key**

## *American cities are changing*

Atlanta

Denver

San Diego

Phoenix

San Francisco

Chicago

Salt Lake City

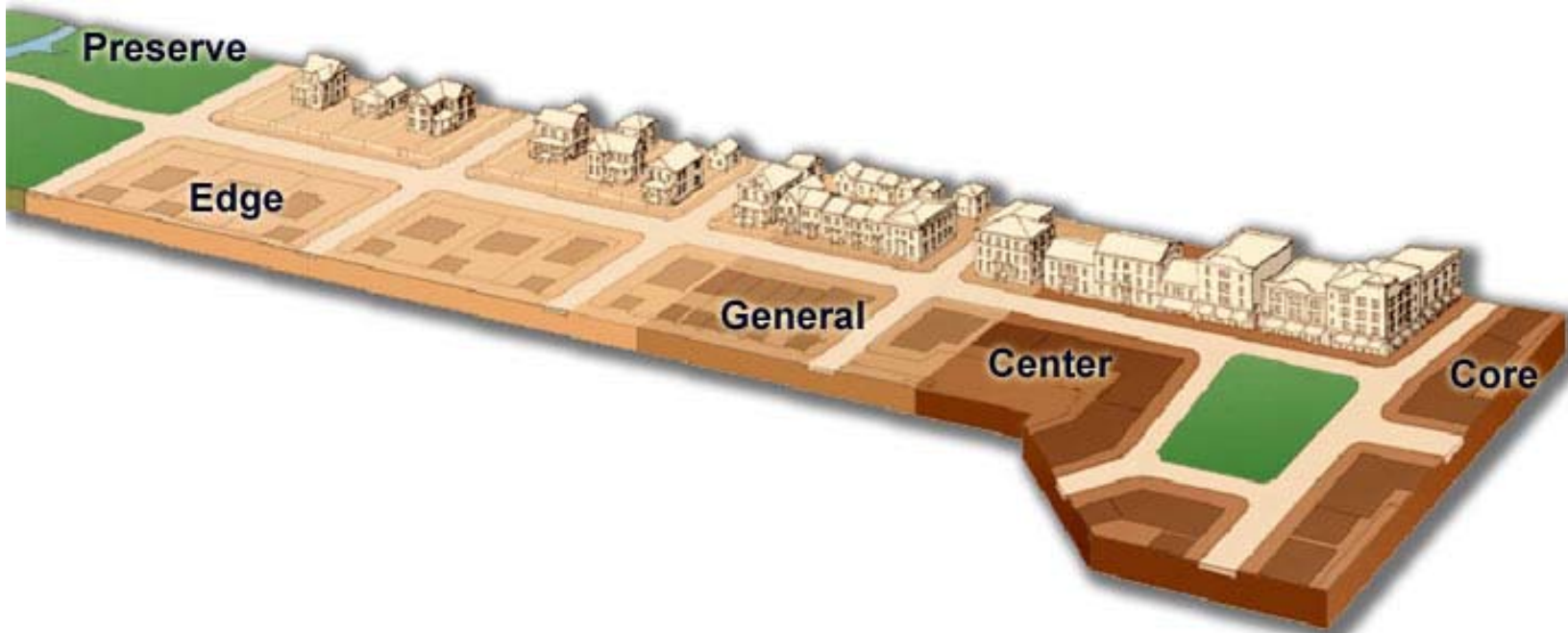
Kansas City

Sacramento

# People want big changes

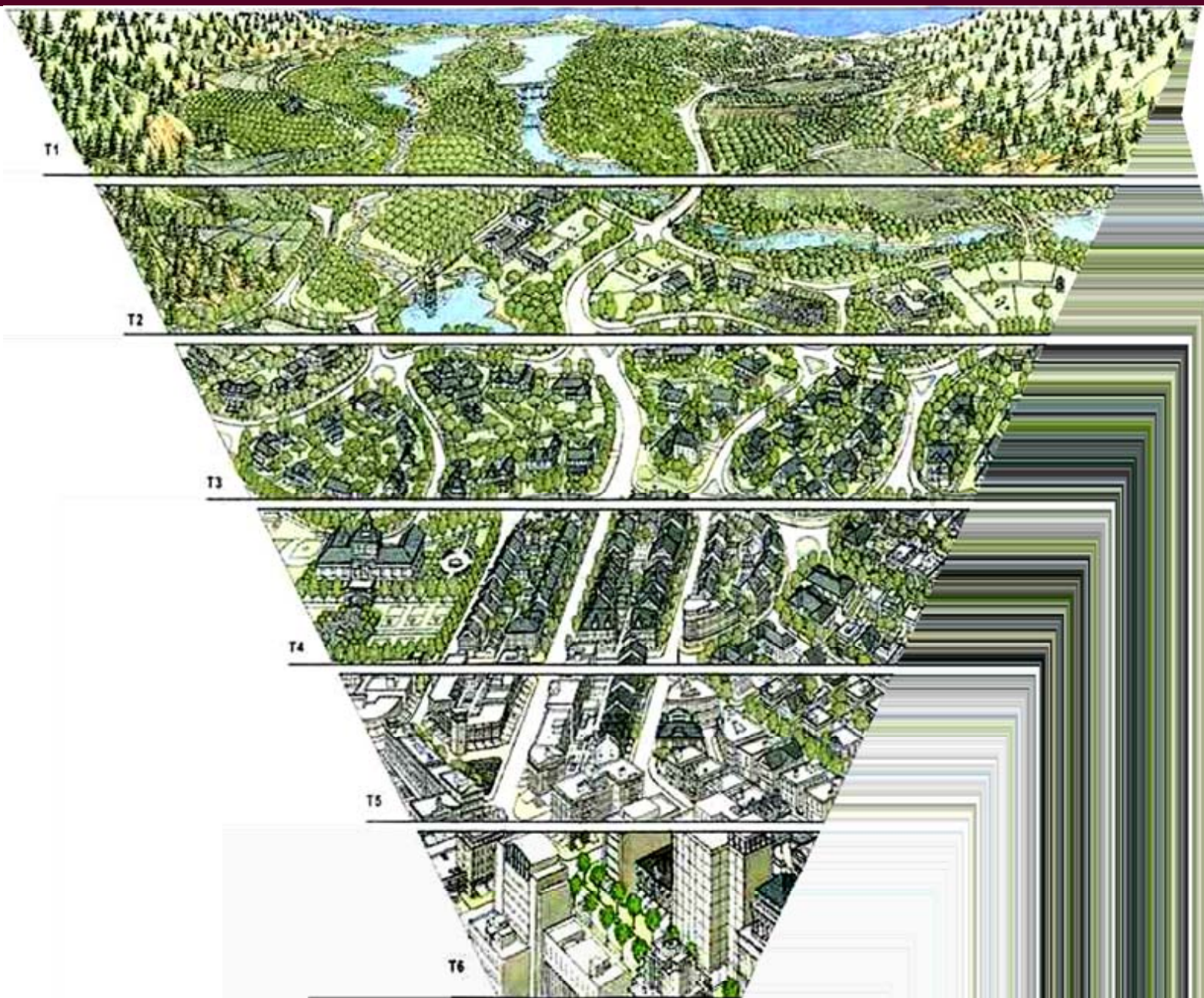


## *Transect of New Urbanism*



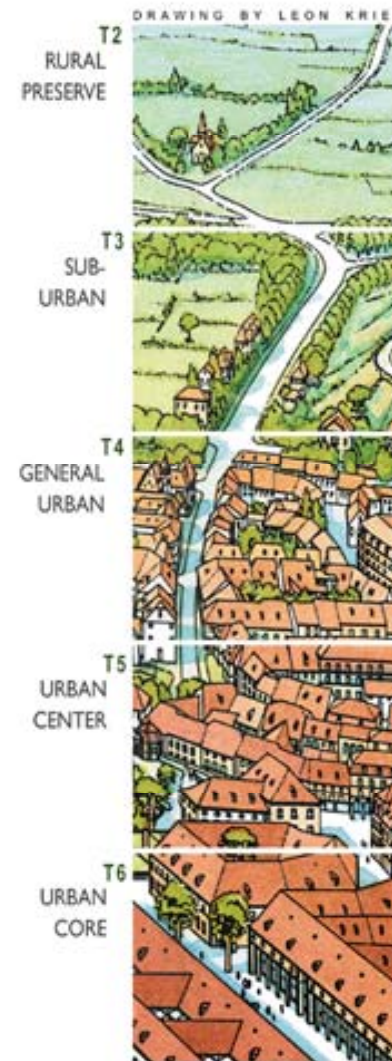


## *Transect of New Urbanism*





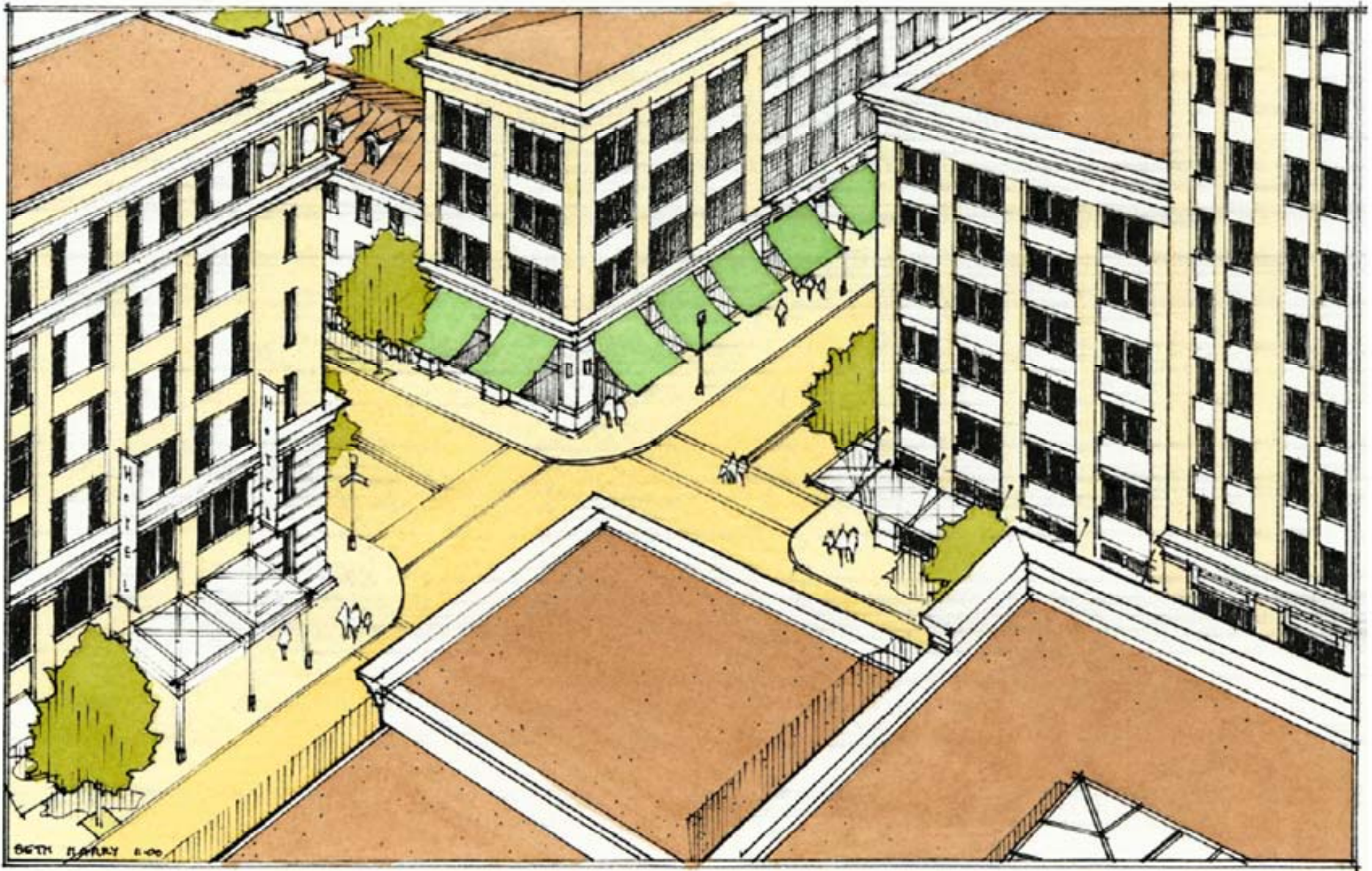
# *Transect of New Urbanism*





## *Transect of New Urbanism*

### T6 Urban Core





## *Transect of New Urbanism*

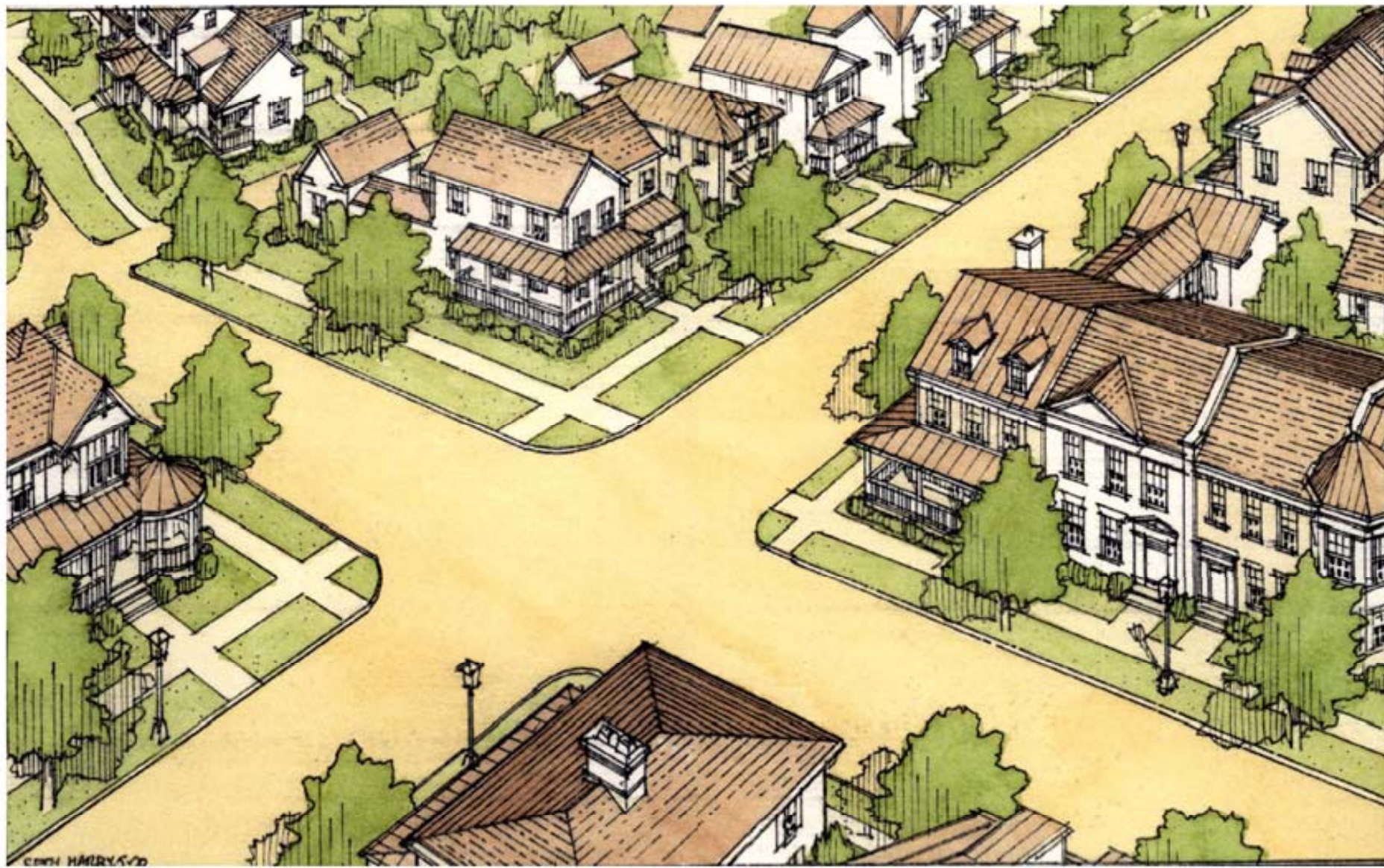
### T5 Urban Center





## *Transect of New Urbanism*

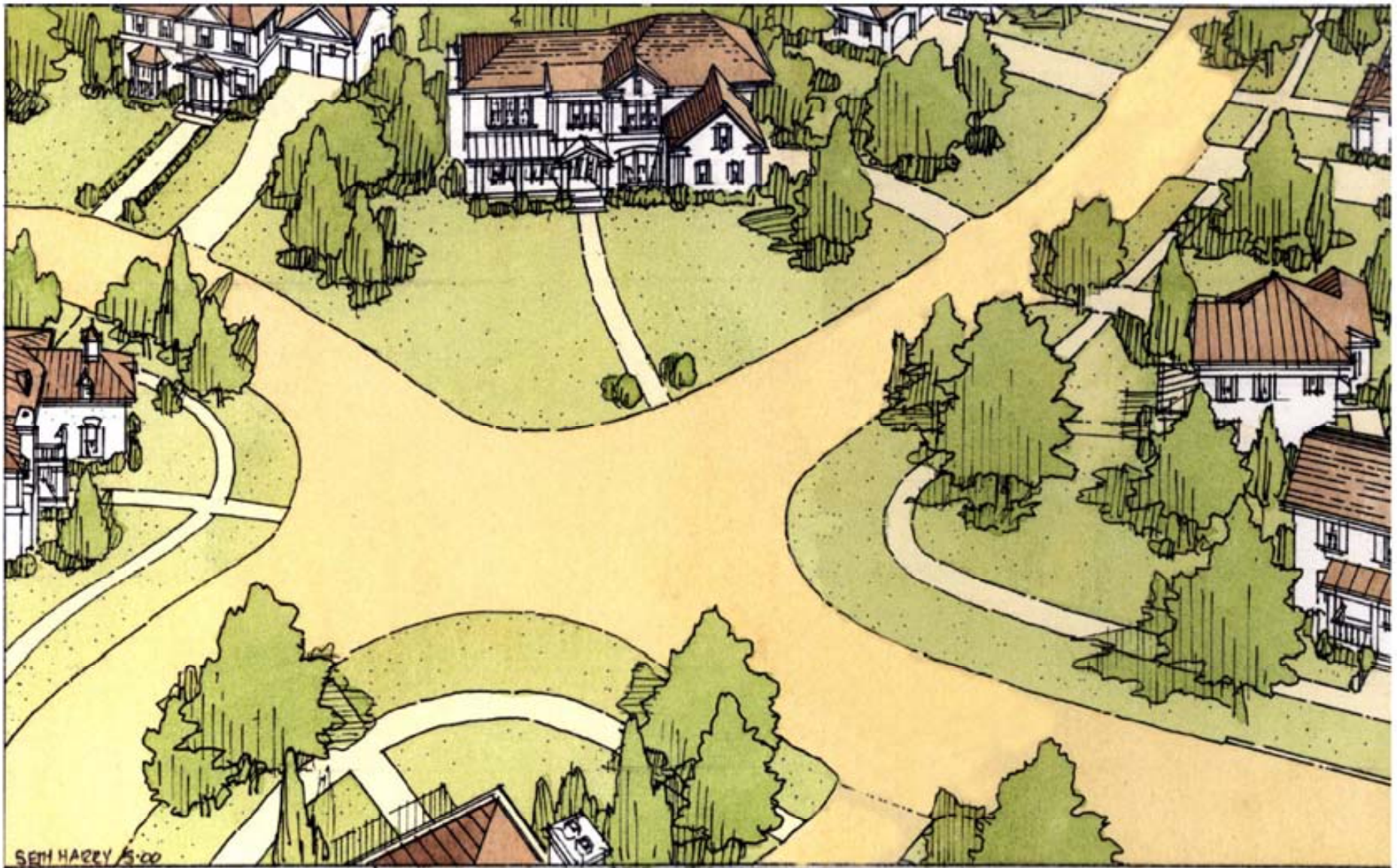
### T4 General Urban





## *Transect of New Urbanism*

### T4 Sub-Urban



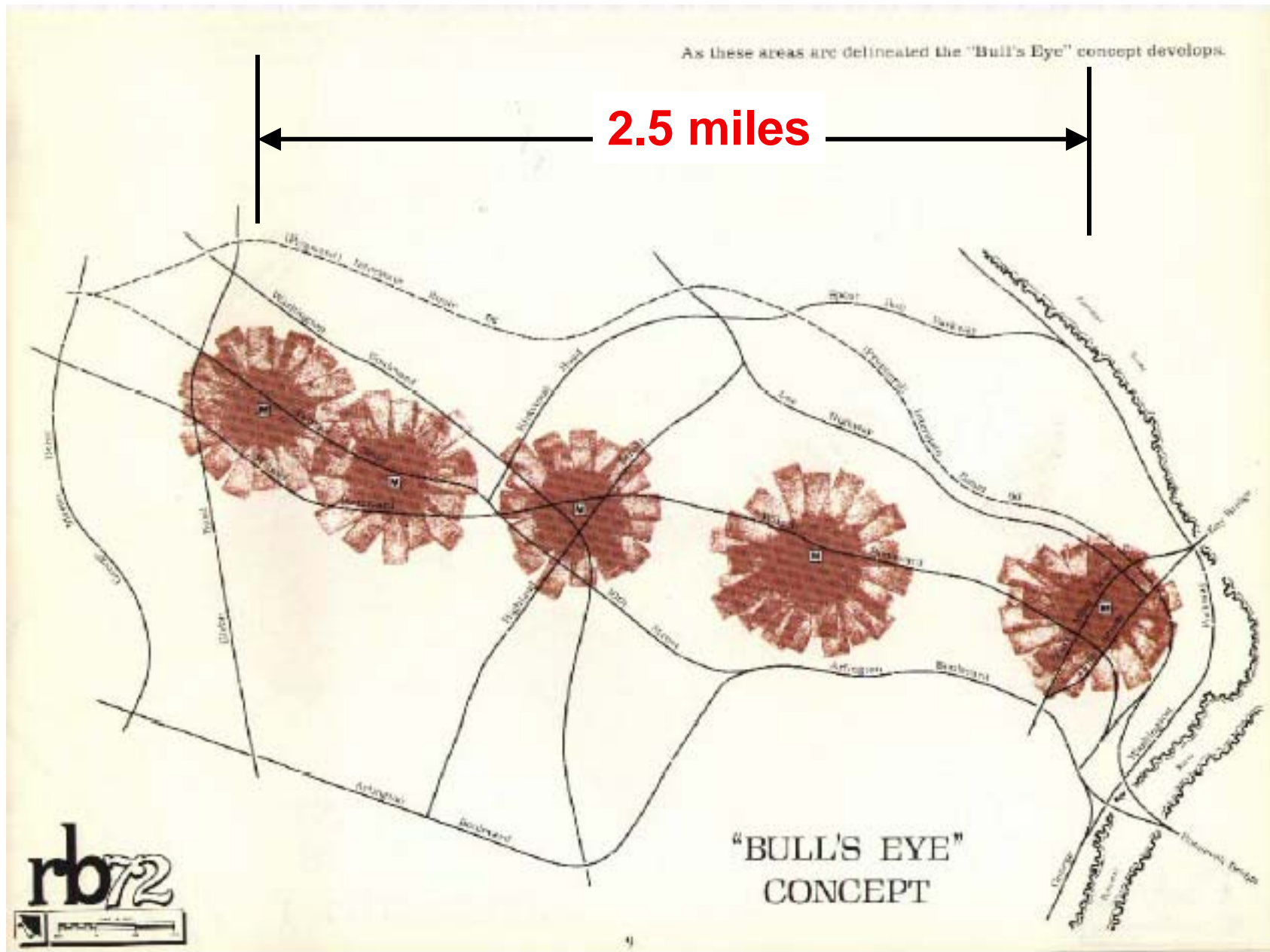






Photo by Sky High Studios/Lau

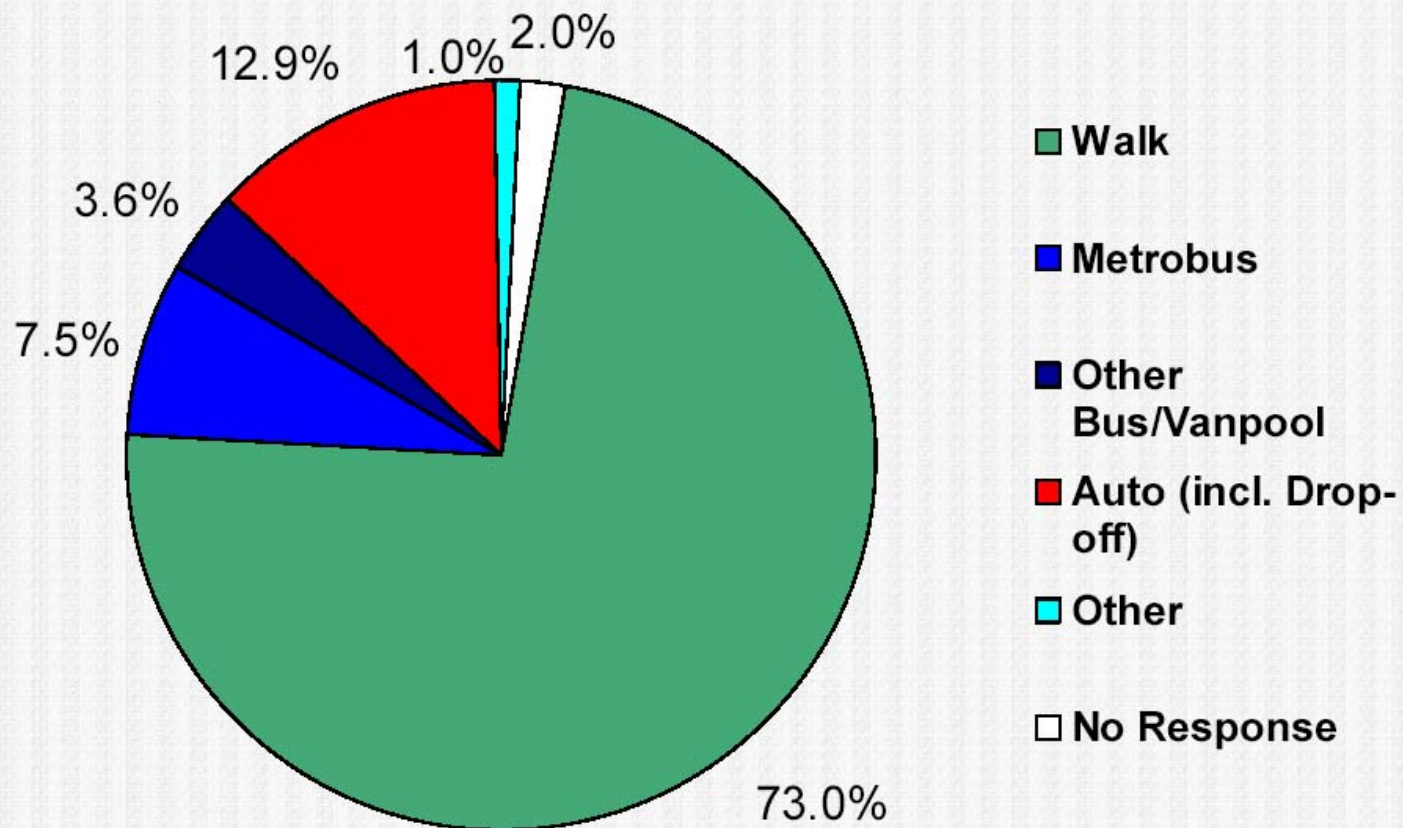


# *Where do we start?*



## Where do we start?

# Metrorail Access at 5 R-B Corridor Stations - 39,500 Daily Boardings





# Fiscal Impacts

---

- The County's major financial contribution was for the construction/maintenance of Metrorail (over \$100 million in bonds issued) & ongoing support for bus transit service
- The Corridor has a current assessed real estate value of over \$9 billion
- The R-B Corridor produces 32.8% of the County's real estate tax revenue from 7.6% of it's land area
- Redevelopment supports Arlington's position of having the lowest real estate property tax of any major jurisdiction in Northern Virginia

# Housing in transit zones

## HIDDEN IN PLAIN SIGHT

*Capturing The Demand For  
Housing Near Transit*

*Reconnecting America's  
Center For Transit-Oriented Development*

*September 2004*

**Transit  
zone:  
half-mile  
radius  
around  
rail station**



# Housing in transit zones

### *Emerging TOD Regions*

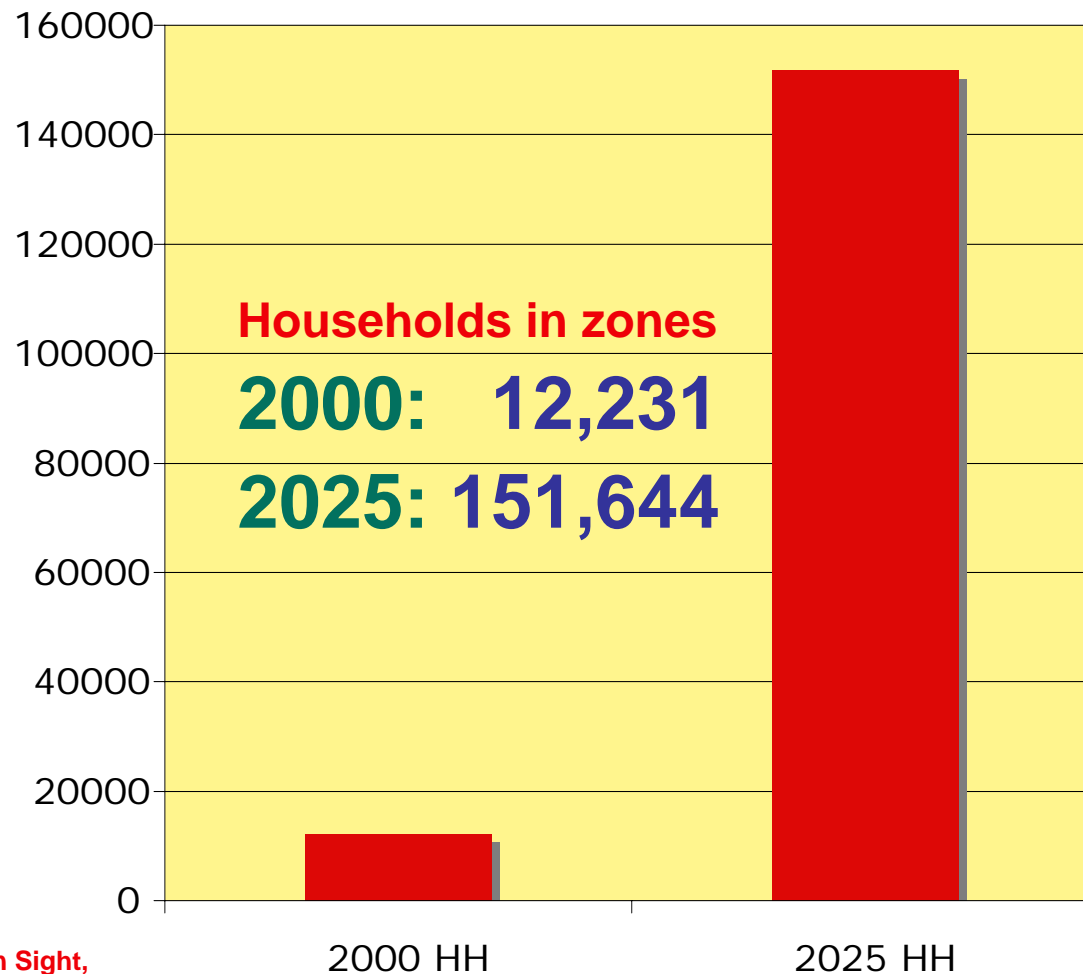
Metro Area	Projected Household Growth, 2000-2025	Potential Demand in 2025	Potential Increment in Transit Zone Housing	Potential Transit Zone Growth as % of Total Household Growth
Atlanta	50.4%	204,161	153,317	20.2%
Houston	46.3%	151,644	139,413	20.6%
Phoenix	72.0%	149,363	120,247	14.0%
Baltimore	59.6%	178,369	109,345	23.0%
Tampa Bay Area	41.3%	109,786	100,026	24.0%
Minneapolis-St. Paul	38.5%	113,928	88,327	20.2%
San Diego	46.3%	174,007	77,848	16.9%
Las Vegas	88.2%	81,783	75,870	14.6%
Charlotte	54.3%	64,743	54,933	17.6%
Sacramento	44.7%	88,074	51,985	17.5%

Note: Current Households in Transit Zones includes households in half-mile radius around both existing and planned future stations.

From Hidden in Plain Sight,  
Reconnecting America 2004



# Housing in transit zones



From Hidden in Plain Sight,  
Reconnecting America 2004

Region today:

**4,900,000 people**

Region 2030:

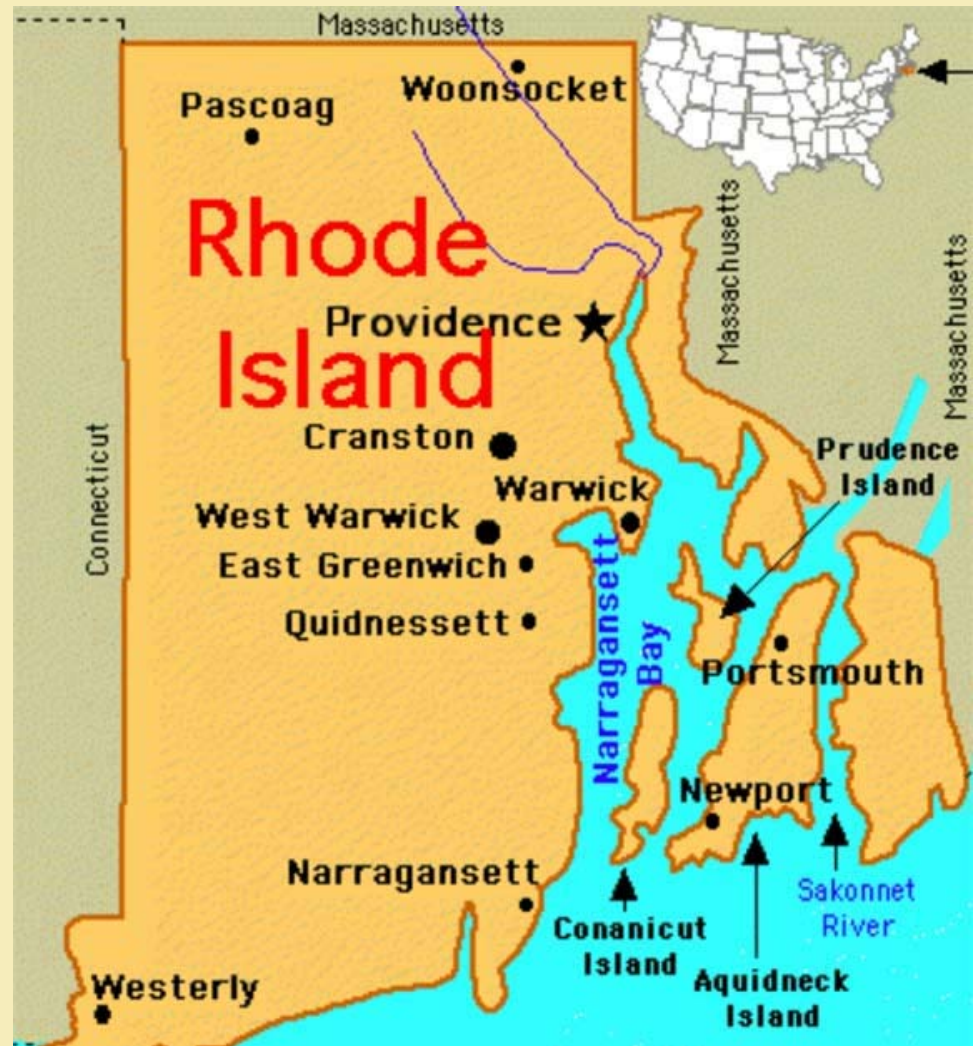
**8,500,000 people**

**Households needed:**

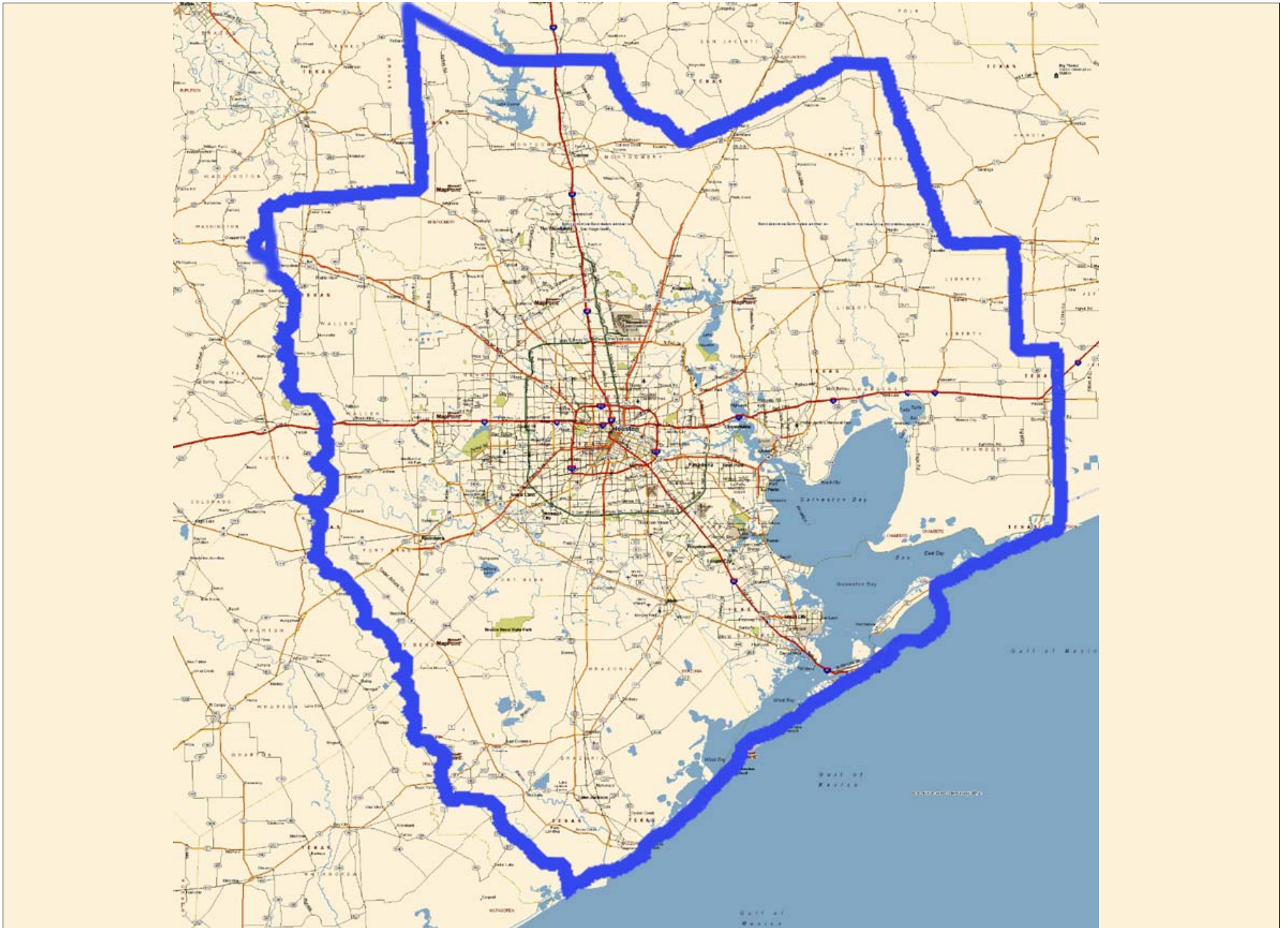
**1,200,000**

**(not to mention job sites,  
stores, schools, fire and  
police facilities, new roads,  
parking, and all the rest)**

To add 3 million people at Harris County density will require **1,525 square miles of new land** to be developed.

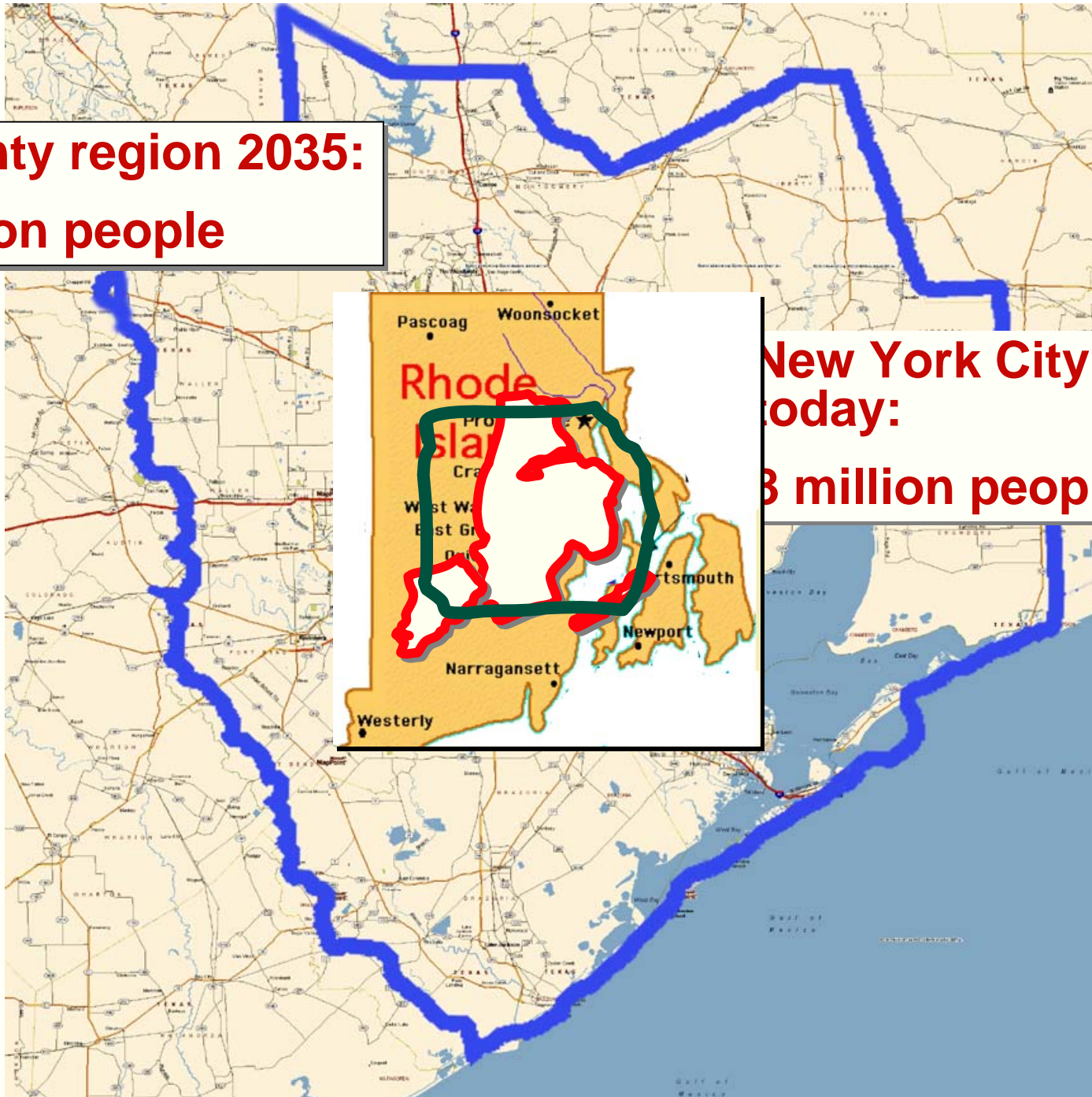






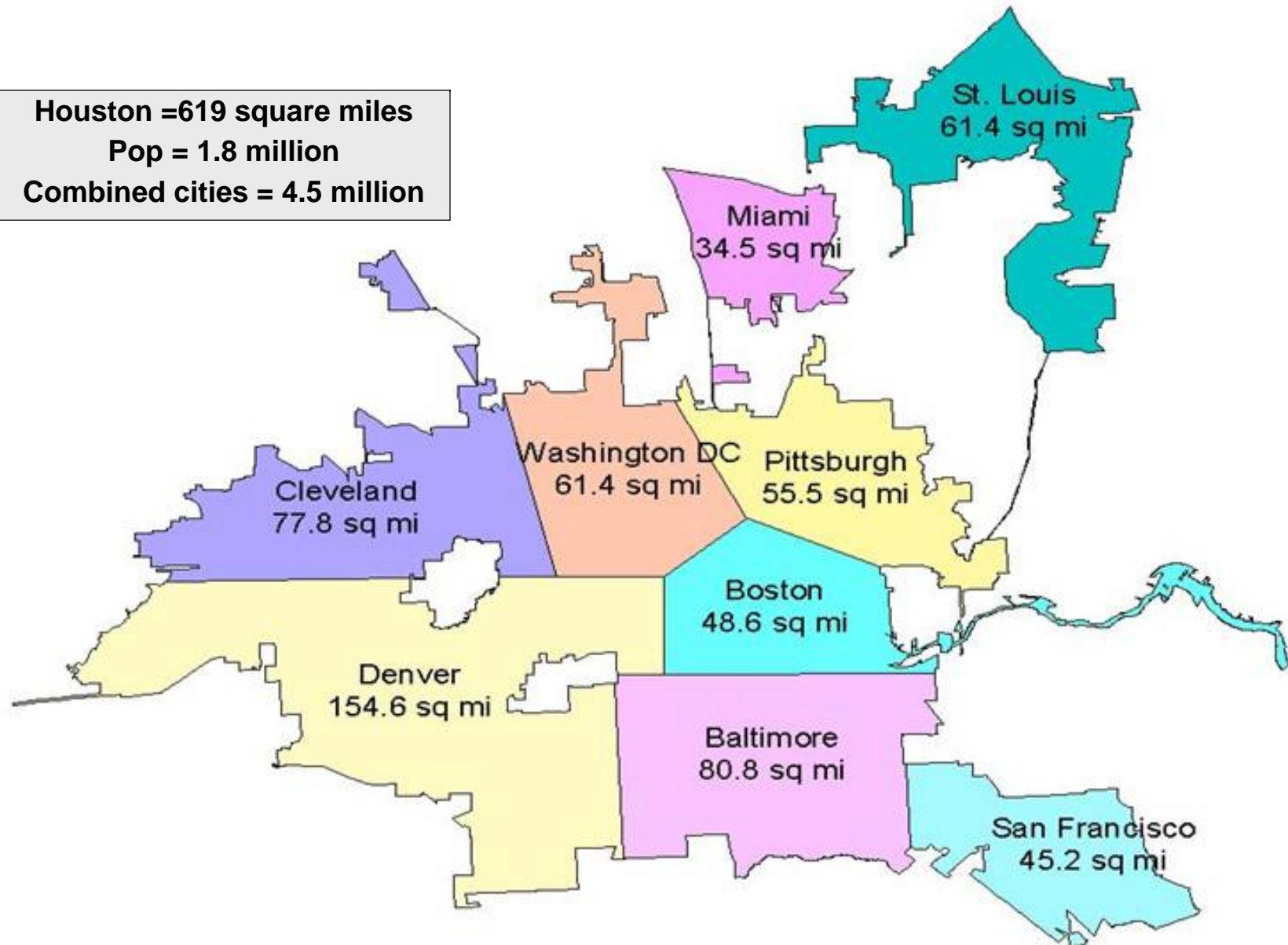


**8-county region 2035:  
8 million people**



**New York City  
today:  
8 million people**

**Houston = 619 square miles**  
**Pop = 1.8 million**  
**Combined cities = 4.5 million**



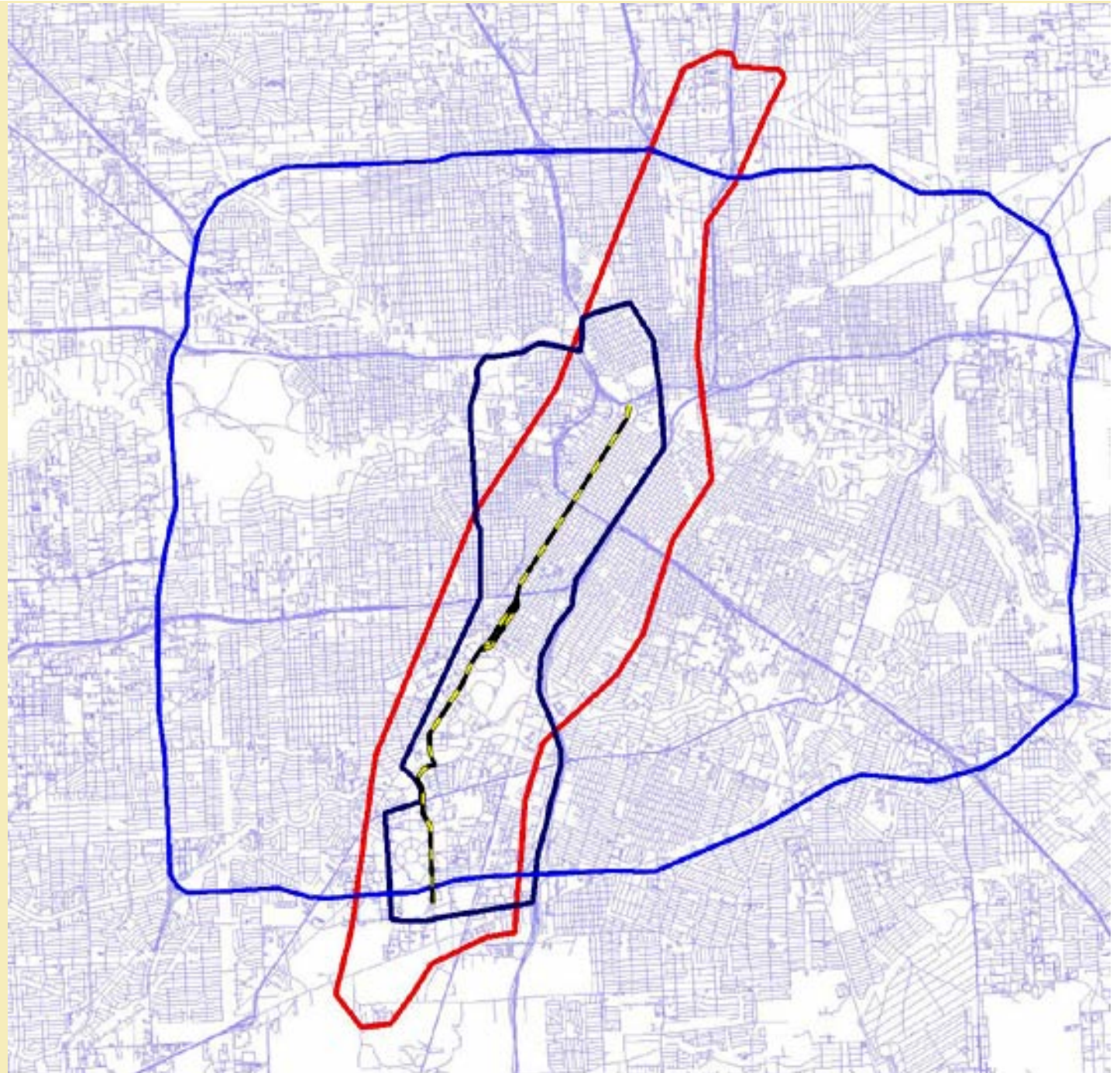
Graphic by City of Houston Planning & Development Department, 2001.



Manhattan:  
1.9 million  
People

Houston:  
1.9 million  
People

Loop 610:  
.5 million  
people

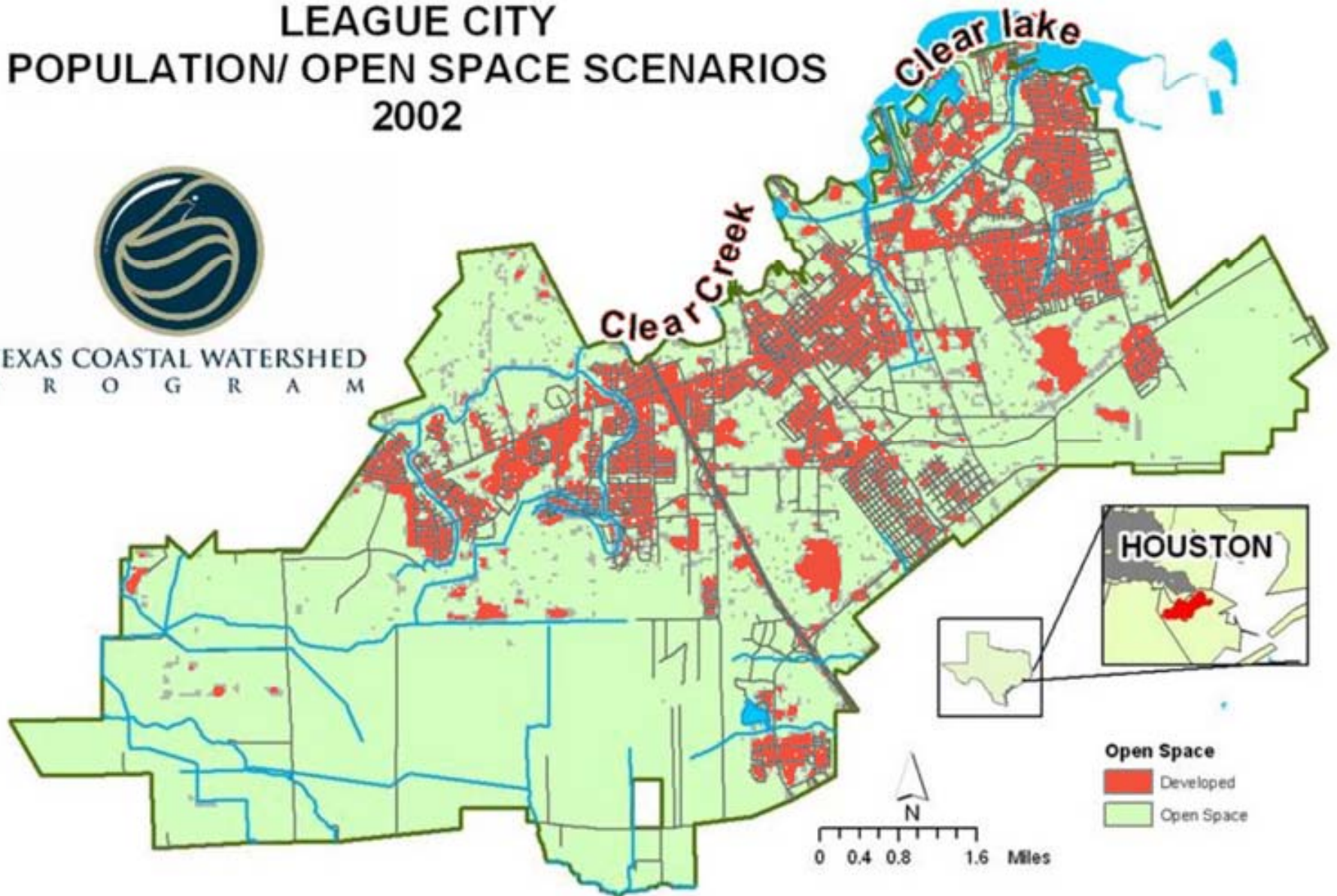




# LEAGUE CITY POPULATION/ OPEN SPACE SCENARIOS 2002



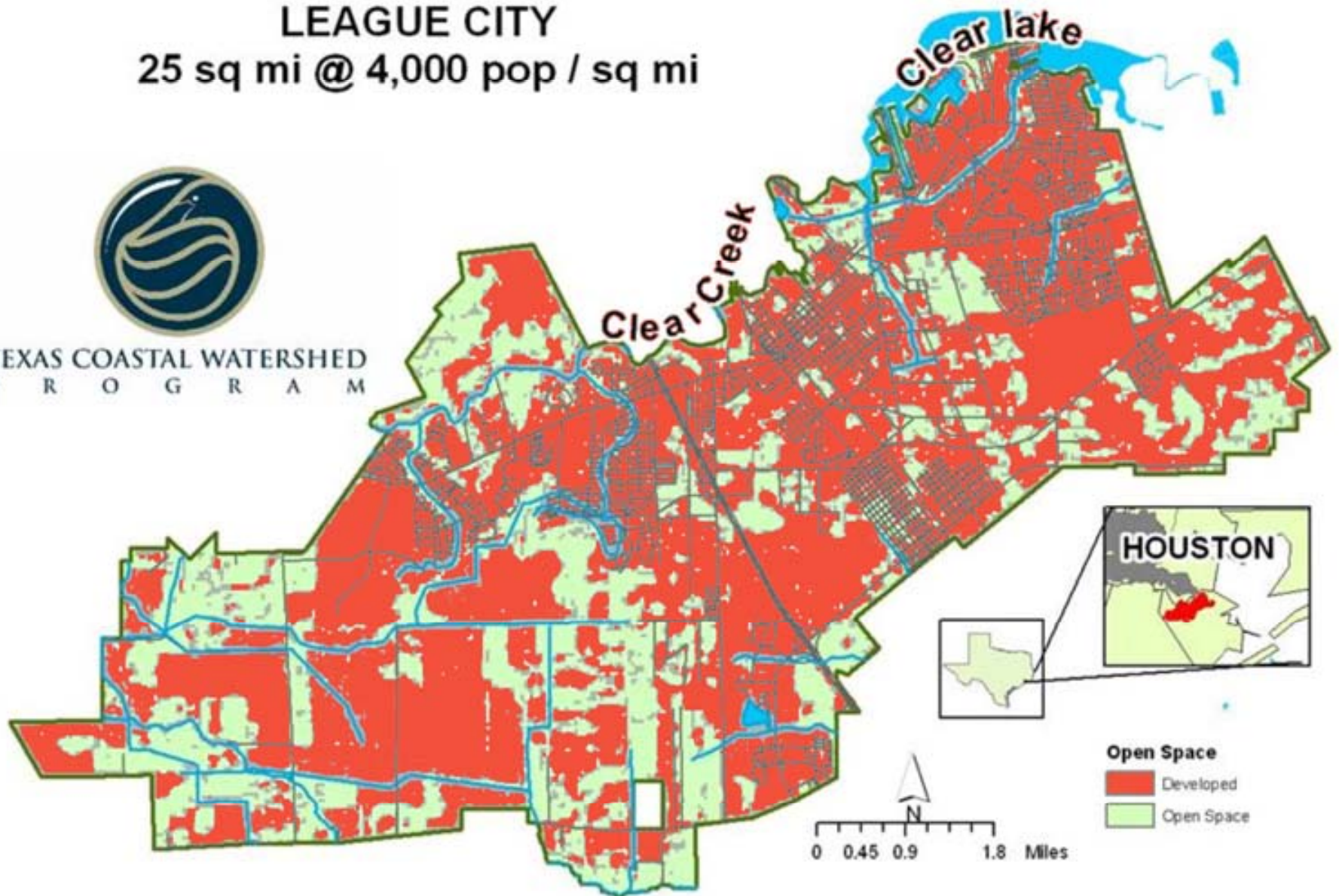
TEXAS COASTAL WATERSHED  
P R O G R A M



**LEAGUE CITY**  
25 sq mi @ 4,000 pop / sq mi

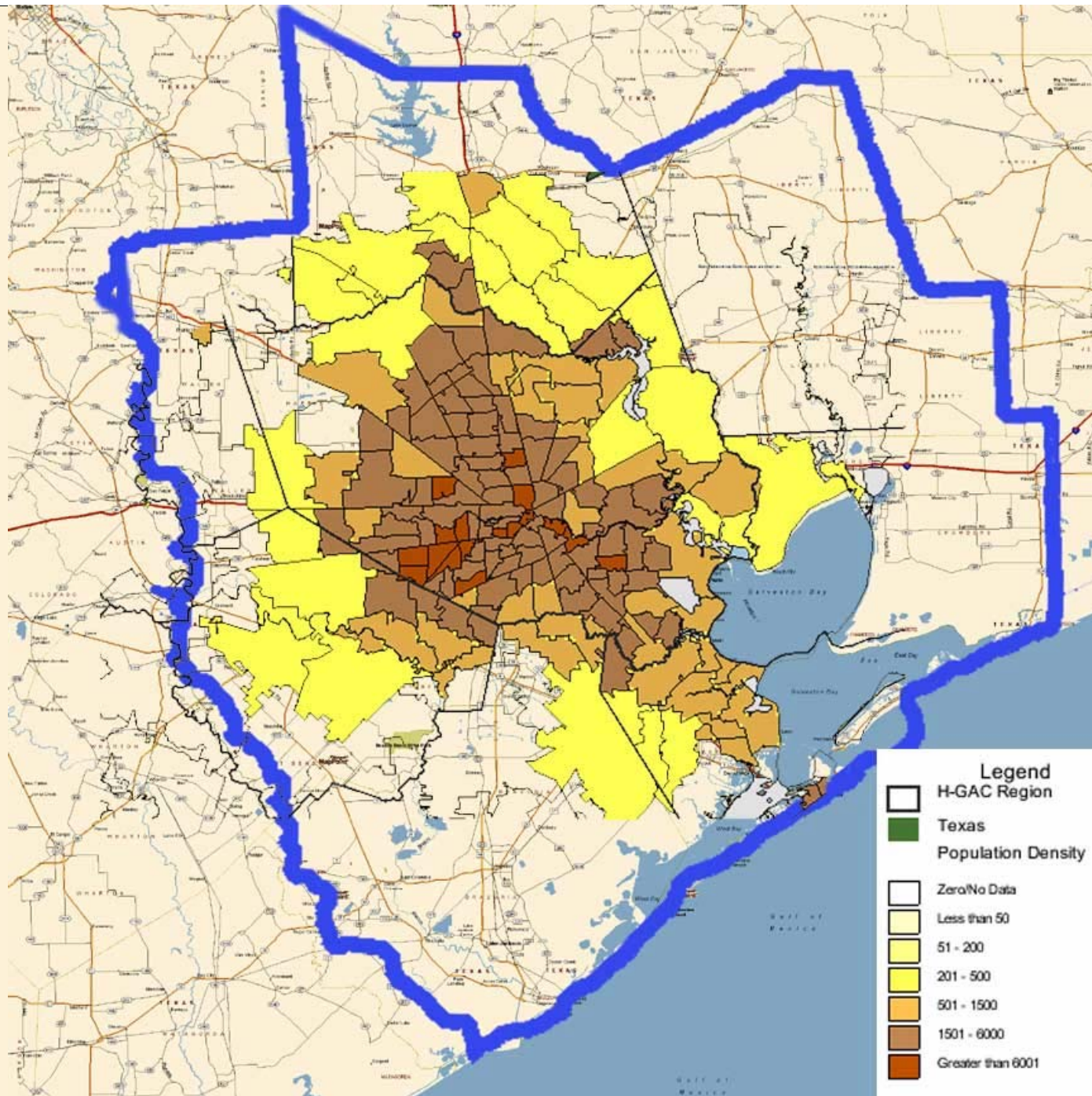


TEXAS COASTAL WATERSHED  
P R O G R A M

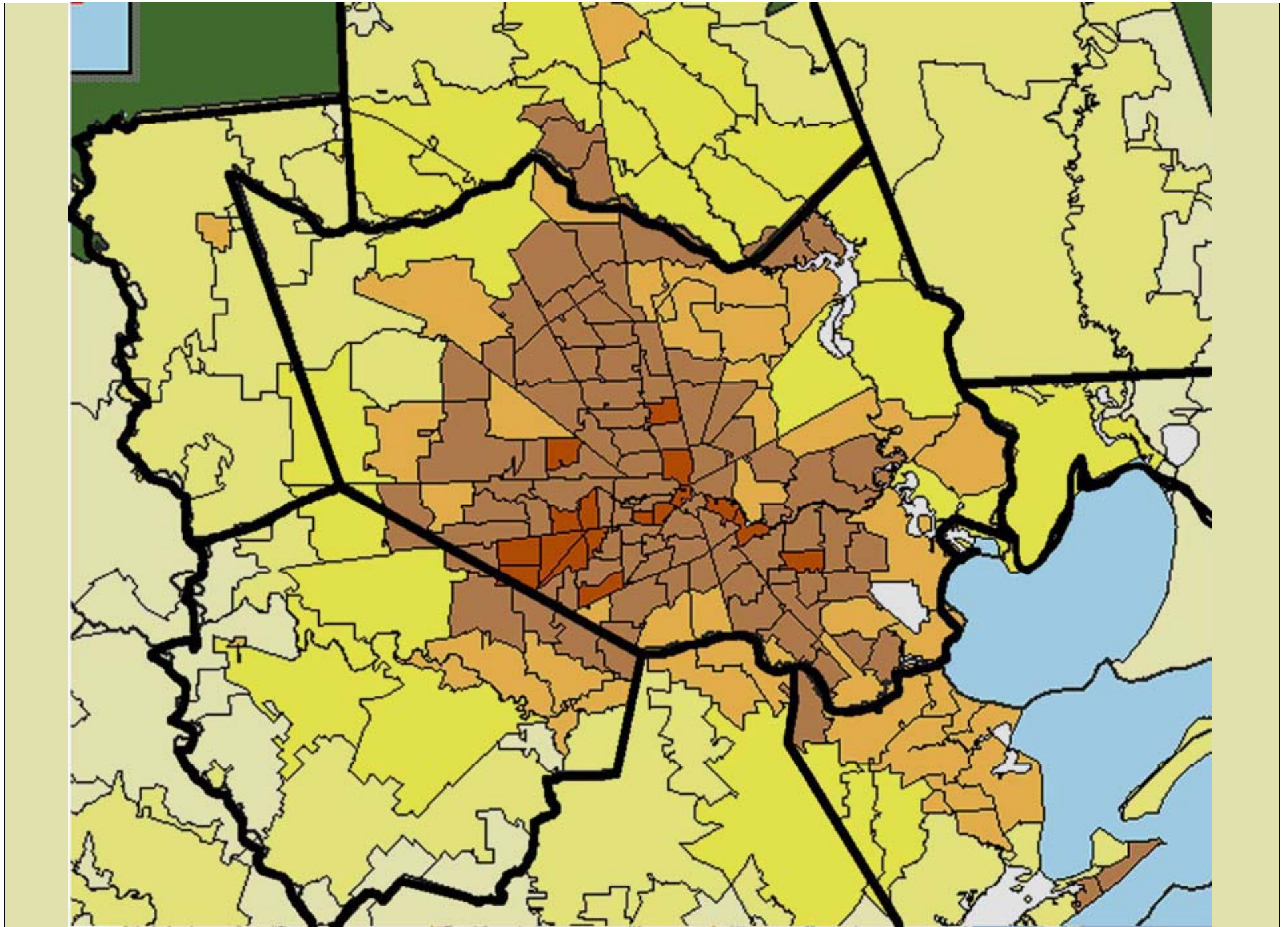


**100,000 new residents**

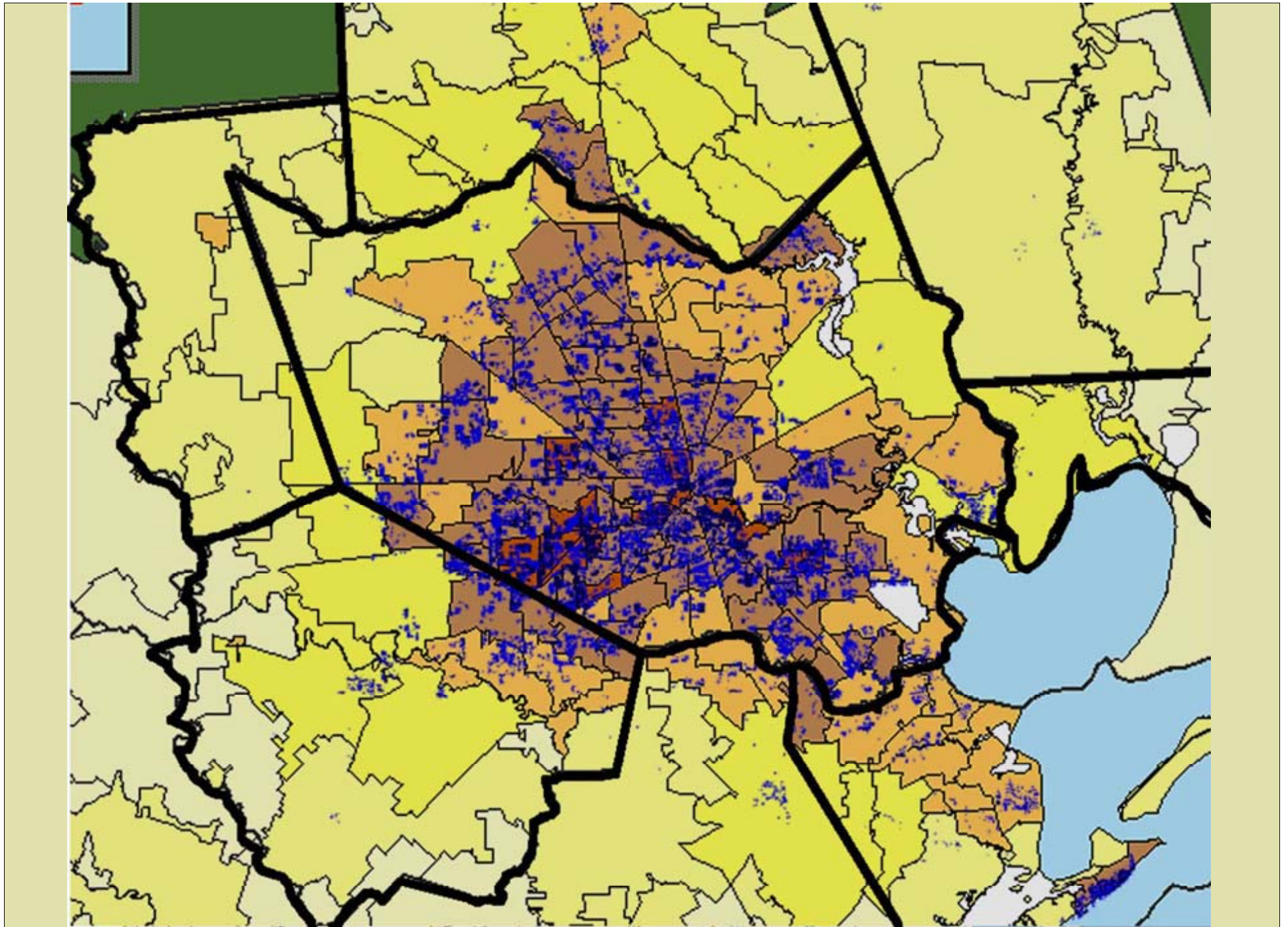


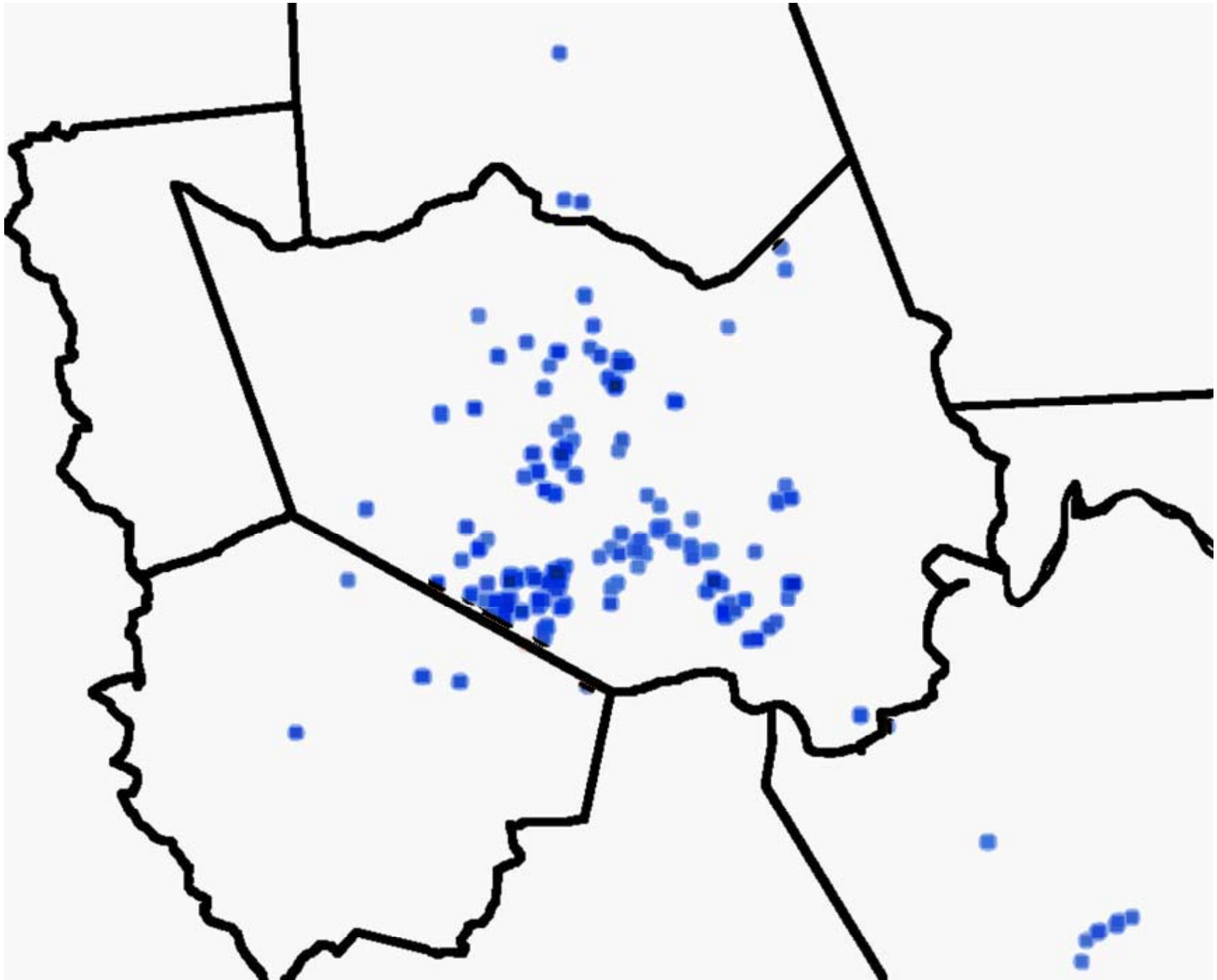




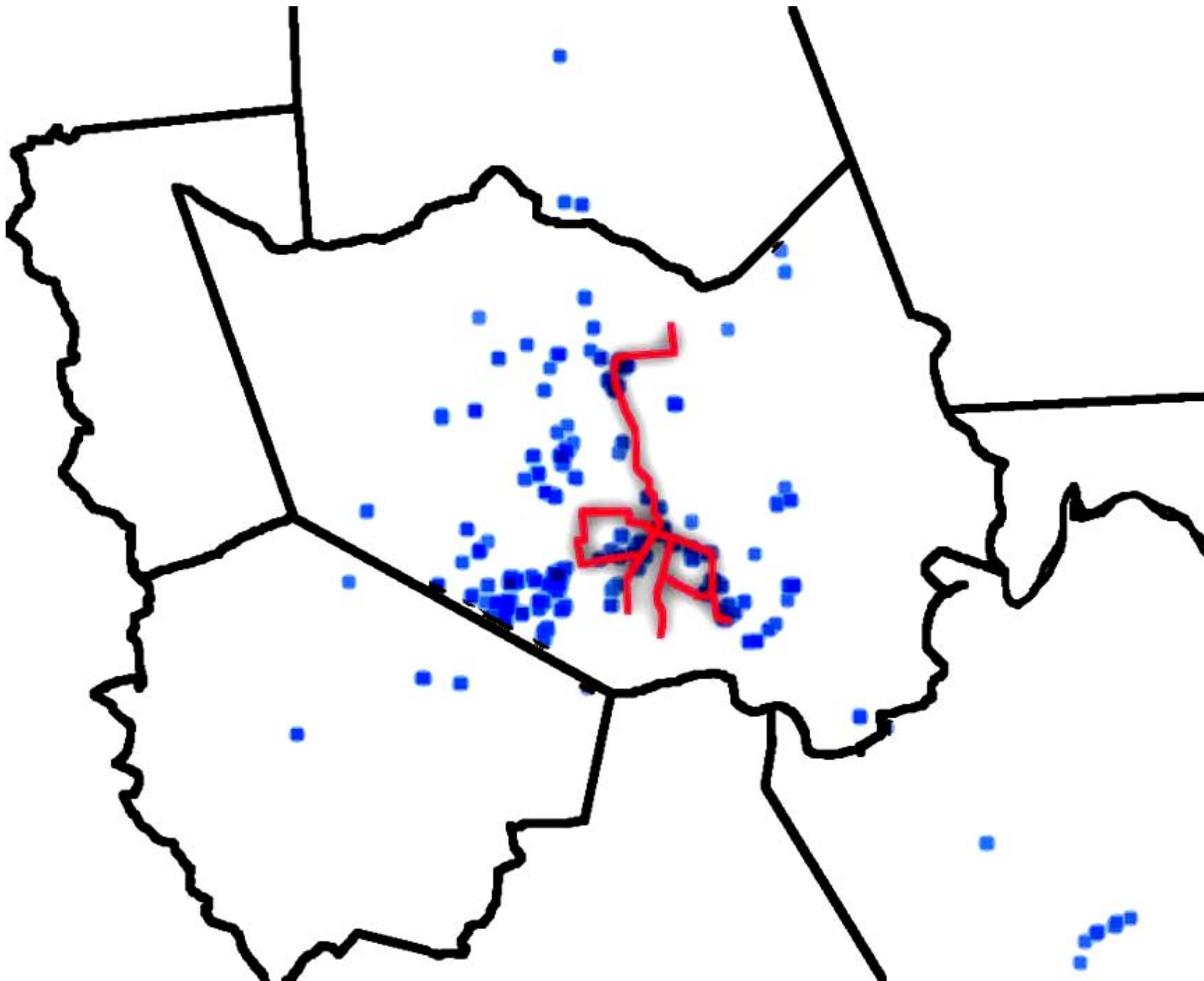






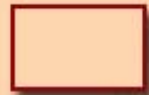






# Activity Center Employment Year 2025 (x 000)

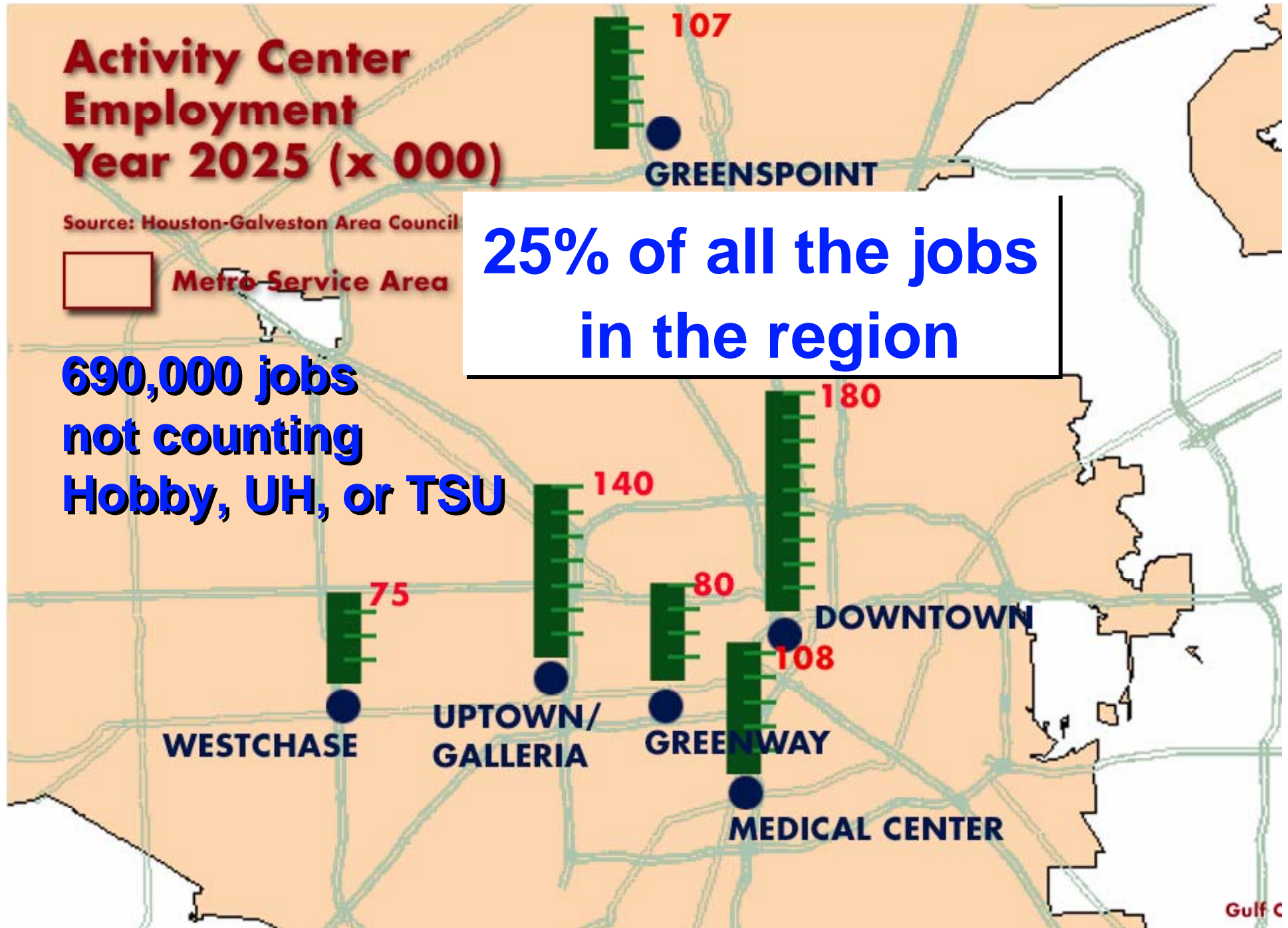
Source: Houston-Galveston Area Council



Metro Service Area

**25% of all the jobs  
in the region**

**690,000 jobs  
not counting  
Hobby, UH, or TSU**



# Houston needs an urban zone



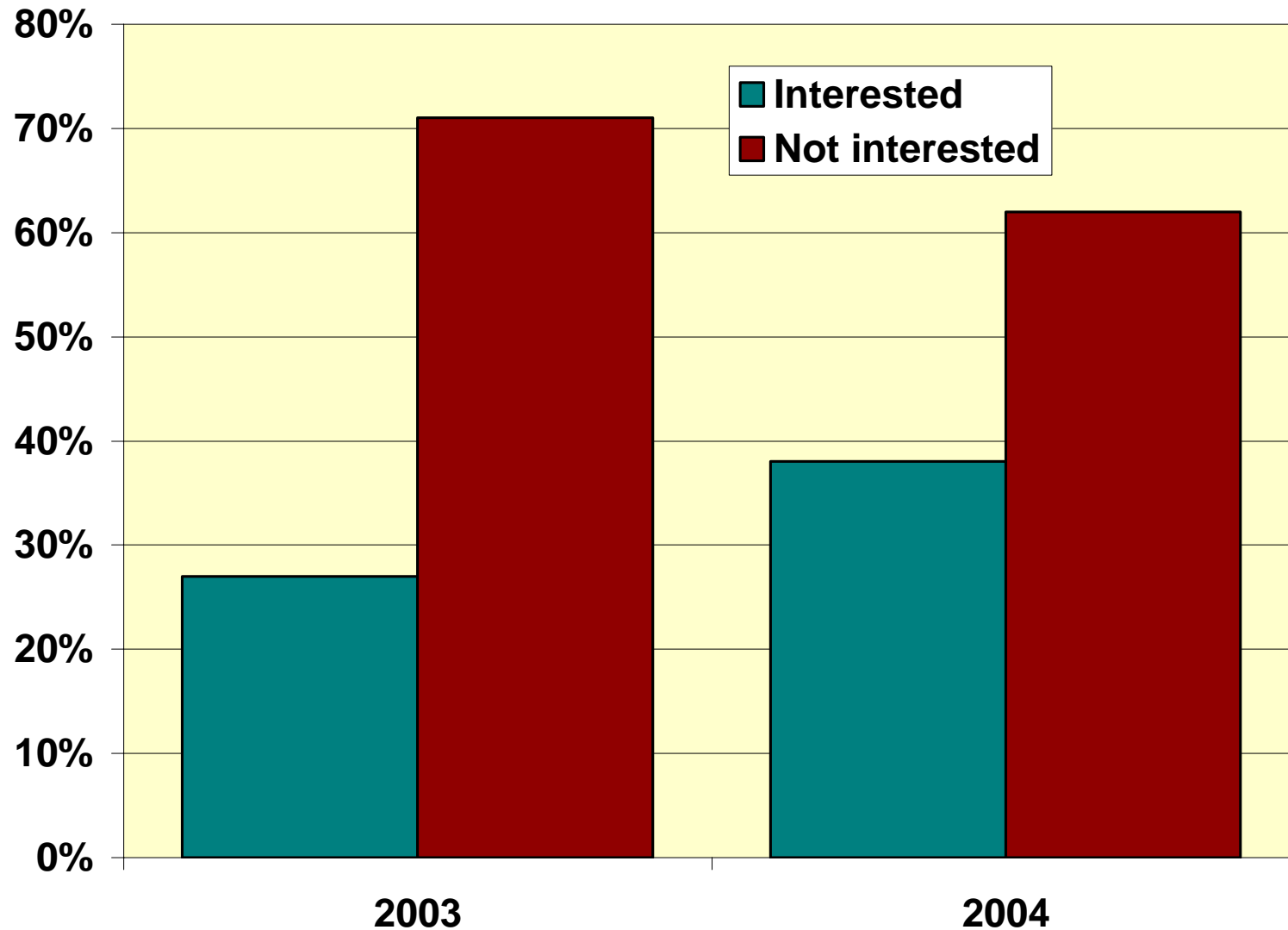
- Walkable
- Mix of shops, jobs, and services
- Mix of people, incomes





## ***Houston attitudes***

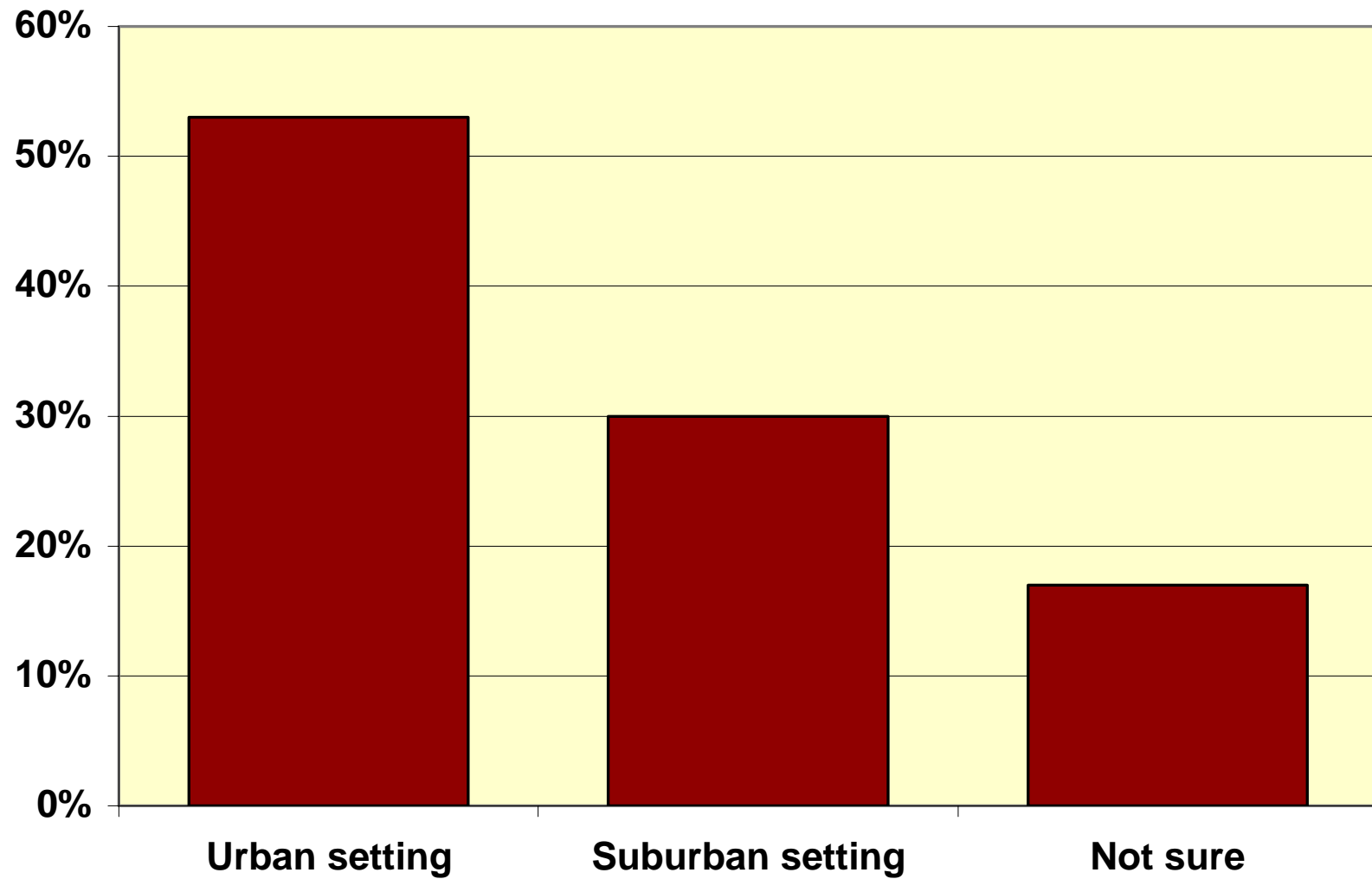
### **Suburbanites interested in moving to city**



Houston Area Survey, Klineberg

## ***Houston attitudes***

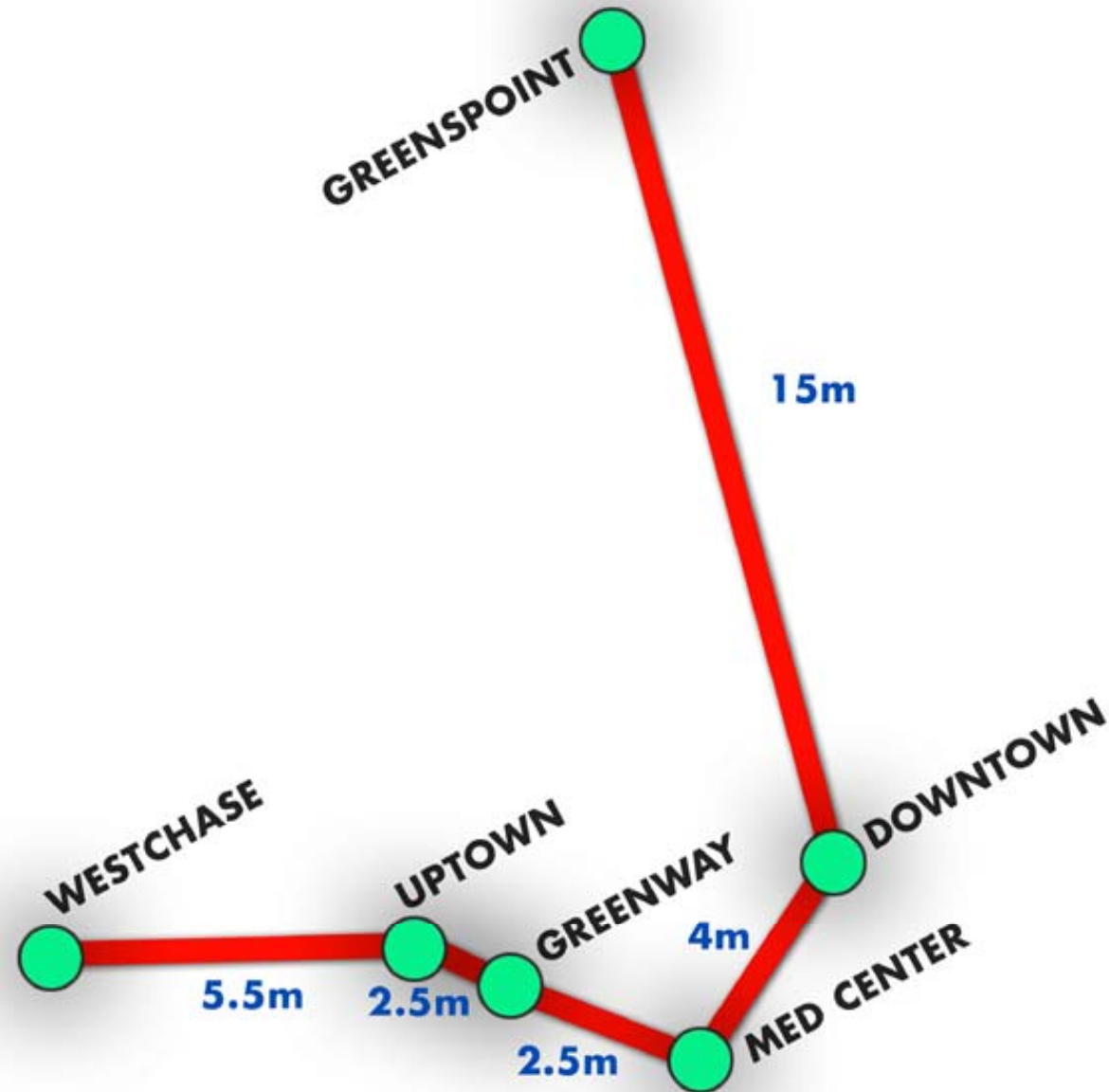
**Prefer urban or suburban setting?**



Blueprint Houston Survey 2003

- **20% of driving age population do not drive**
- **40% of total population do not drive**





Transit is best for the environment when it encourages people to concentrate in dense urban cores.

- *Green Manhattan, The New Yorker*

Public transit can be bad for the environment if it encourages sprawl by making it easier to live far away.

- *Green Manhattan, The New Yorker*



*Smarter growth*

# Smart growth

(Sensible growth, quality growth)



*Smarter growth*

# Smart growth

Focus on people



*Smarter growth*

# Smart growth

Create places





*Smarter growth*

# Smart growth

Makes these places walkable



*Smarter growth*

# Smart growth

Link the places with transit.



**Smart growth**

**=**

**More choices**



Cities

Towns

Villages

Neighborhoods

# WHAT MAKES A PLACE GREAT?

## PPS PROJECT FOR PUBLIC SPACES, INC.

153 WAVERLY PLACE  
NEW YORK, NY 10014




Phone (212) 620-5660  
Fax (212) 620-3821  
Email [pps@pps.org](mailto:pps@pps.org)  
Web site [www.pps.org](http://www.pps.org)

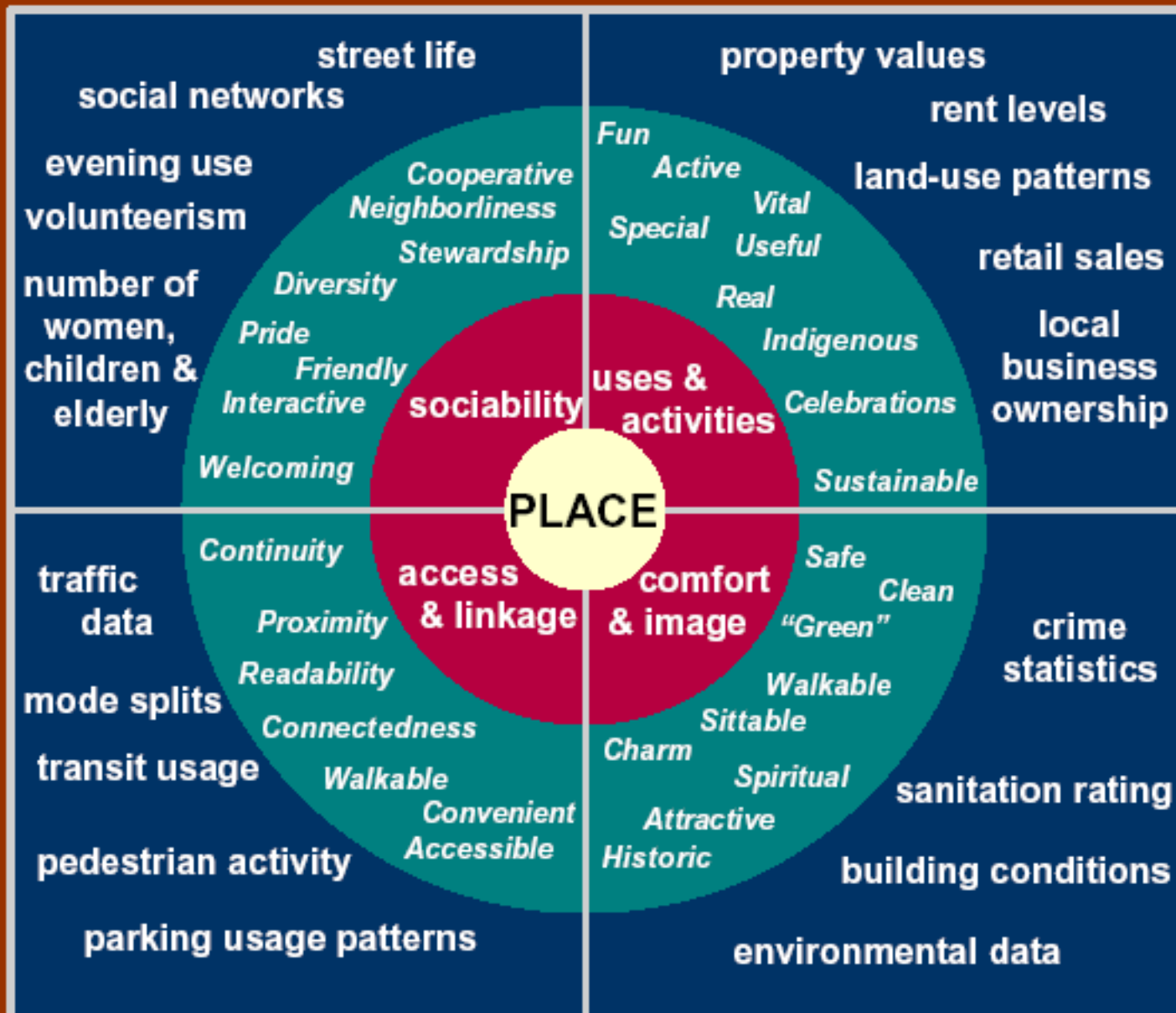
Parks, Plazas &  
Civic Squares

Transportation  
and Livable  
Communities

Public Buildings  
and Civic Design

Public Markets  
and Local  
Economies

 key attributes  
 intangibles  
 measurements



BUILDING COMMUNITY - CREATING PLACES - USING COMMON SENSE

**A thing is right when it tends to preserve the integrity, stability, and beauty of the biotic community.**

**Aldo Leopold**





# Gulf Coast Institute

*Planting the seeds for Houston's tomorrow*

[www.gulfcoastinstitute.org](http://www.gulfcoastinstitute.org)

[\*\*crossley@gulfcoastideas.org\*\*](mailto:crossley@gulfcoastideas.org)